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KODACHROME RICHARD STEINHEIMER

SP's MODOC LINE saw its first westbound through train since being closed in January 1987 as ASEUM worked upgrade near Wendel, Cal., on October 14, 1988. Rio Grande sees the Klamath Falls, Ore., to Flanigan, Nev., line as a shortcut to the Northwest. See page 44.

Railnews

"INDIANA JONES and the Last Crusade" was filmed on the Cumbres & Toltec (below) using K36 484 and a 1930s circus train, shown just west of Antonito on September 2. See page 46.

KODAK VRG 200 DAVID J. BOYER

CONRAIL GP30 2187 and GP35 2333, shown at Enola Yard on October 10, 1988, are among several GP30s/GP35s being overhauled for local and yard service. See page 44 for details.

KODACHROME DENNIS A. LIVESEY

THE PORT OF TILLAMOOK BAY leased Doyle McCormack's *"20th Century Daylight"* F45 743 for one week. It is shown in North Planes, Ore., October 6, 1988. See page 46.

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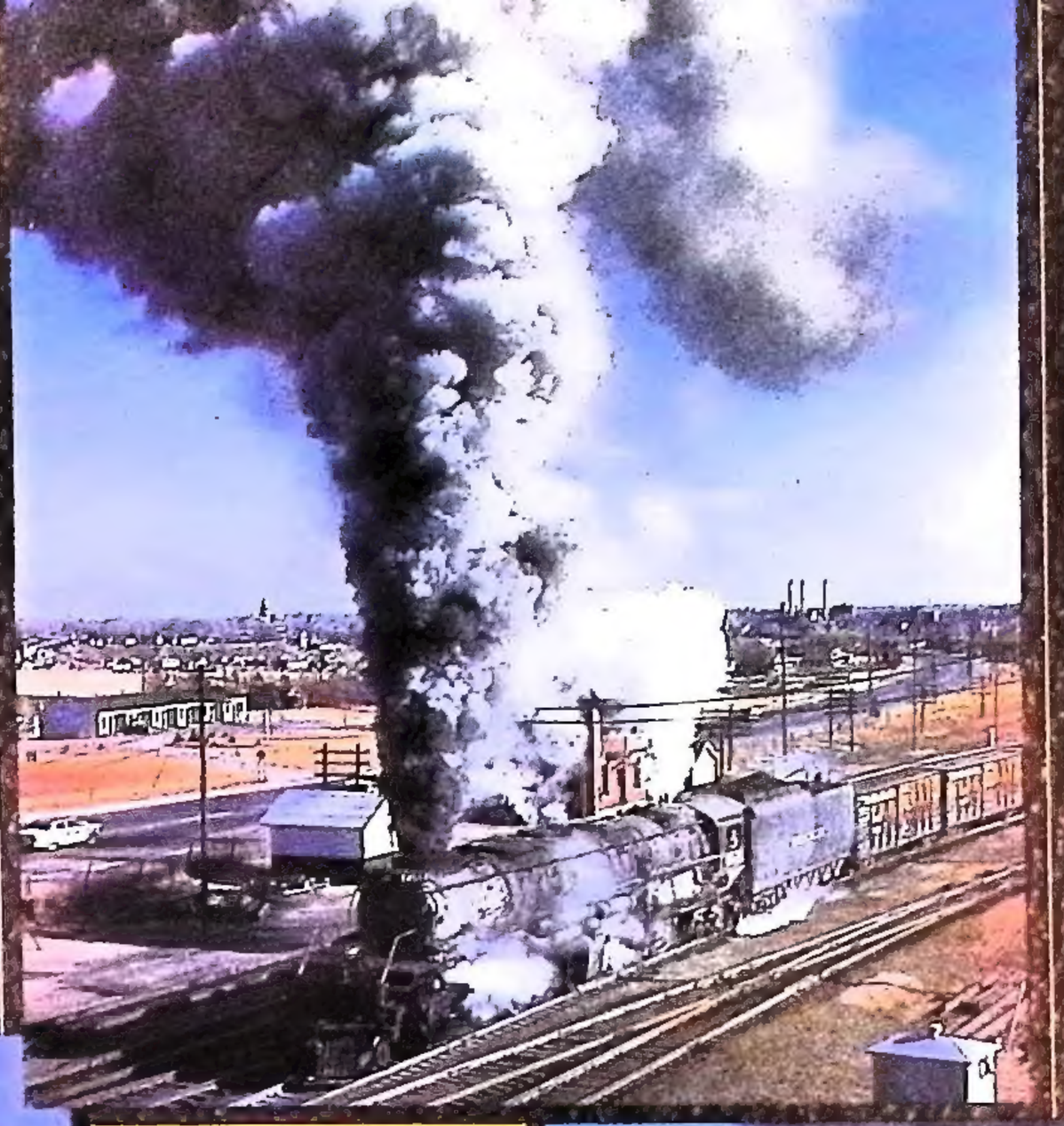

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KODACHROME MICHAEL HOFF

SCENIC RAIL DINING has begun regular operations on the Wisconsin & Southern out of Horicon, Wisconsin. SRD E9 10C and matching train are shown near Richfield on October 9, 1988. See page 46.

Railnews

KODACHROME: JOHN C. BENSON

TWO KODACHROMES JOHN D. WARREN

GENERATION II is developing Caterpillar-powered locomotives like this 2000 h.p. "GP18-CK" No. 2000 (above) at Harvey, Ill., on September 17, 1988. This was built from a BN GP20 at Reserve Mining's Babbit, Minn., shops. That same day, Helm Leasing GP40 3074, ex-IC 3074 (right), was on the D&H at Glenville, N.Y. It was overhauled by Montana Rail Link's rebuild shop in Livingston, Mt., See page 44.

KODACHROME: BRIAN SOLOMON

FORMER-CENTRAL VERMONT RS11s now sport altered "CV" heralds for their new owners. The 3612 is one of three sold to the Lamoille Valley (above); it was eastbound at Richford, Vt., on August 27, 1988. The 3604, one of two sold to Genesee Valley Leasing, was on the R&S in Rochester, N.Y., (left) September 15. See page 46.

KODACHROME. JOHN C. BENSON

DEMONSTRATOR B39-8W 809 has General Electric's version of the wide-nosed new "North American safety cab." The 809 is shown on October 26, 1988, on Conrail at Cleveland, Ohio, en route to the Union Pacific. The UP has ordered 106 each of the GE Dash 8-40Cs and EMD SD60s for 1989, specifying wide nosed safety cabs from both builders. While the units "are just 6900s to us," (UP DDA40X Centennials with narrow hoods and wide-nose cabs), the UP is one of the first U.S. roads to promote the new desk-type control console and extensively revised interior and control layout. The GE cab on the 809 is a prototype that will likely be modified on production units. The 809 was originally built in 1982 as B36-8 606; in 1986 it was rebuilt as B39-8 808. It was renumbered to 809 when the new cab was installed at the Erie plant this past summer.

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From the Publisher's desk: Old Books

Harper's New York & Erie Rail-Road Guide, dated 1851, is one of the older railroad titles in my library and had been previously owned by an old friend, Walter A. Lucas. Pre-1900 rail books are relatively plentiful and turn up at rail flea markets, auctions and used book stores. There are several old railroad book dealers who advertise regularly in RAILFAN & RAILROAD whose catalogs are well worth reading. With few exceptions, prices are generally affordable.

Getting back to *Harper's New York & Erie Rail-Road Guide*, the book starts with the problems of early travel in New York during the reign of Queen Anne when the Assembly of the Colony of New York appropriated £500 for the construction of a road two carriages wide from Nyack on the Hudson River to Sterling, a distance of about 25 miles. In 1832 the NY&E was incorporated, empowered to construct a railroad from New York City to Lake Erie. The first 46 miles were completed by 1841, running from Piermont to Goshen. The line was gradually extended until the road reached Lake Erie.

Passengers boarded one of three steamboats from the 300-foot-long wharf at Duane Street in New York City for the 24-mile trip upriver to Piermont. (The NY&E also operated a milk boat.) The 50-foot-wide pier at Piermont extended a mile into the Hudson.

The NY&E, or Erie, operated on six-foot-gauge track on 55-pounds-per-yard T rail, which the Erie promoted as being safer and more spacious than standard gauge. The Erie at this time operated over 100 locomotives and had about 350 employees. Newer Erie locomotives featured whistles having "an unearthly hoarseness, as though it had a bad cold; a church yard cough, so different from the old-fashioned ear-piercing shrillness of pipe." A story is related how at Johnson the villagers were so frightened at night by the horrible noises coming from the forest that they lay in ambuscade with pitch forks and guns for the horrid monster before they discovered it was an Erie steam engine! It's a good thing they never heard an air horn.

Most of the route at the time was either wilderness or dairy country, excepting a few small cities such as Middletown which boasted stove and iron works and would later become headquarters of the New York, Ontario & Western. Once past Otisville to the end of the Eastern Division at Delaware, the Erie had to excavate 210,000 yards of rock and 730,000 yards of earth using 317,000 pounds of powder, also building 14,000 yards of stone wall. The road for many miles followed the Delaware & Hudson Canal and the Delaware River. The Erie crossed the 250-foot wooden Cascade Bridge 188 miles from New York. At Starrucca, the famous viaduct had already been built: 1200 feet of stone, 24 feet in width with 18 superb arches. And shortly beyond Lanesborough was a 450-foot-long trestle.

The Erie continued past Binghamton and Elmira, terminating at Dunkirk, 460 miles from New York, on Lake Erie. A railroad was under construction from Buffalo to Dunkirk and another from Dunkirk to Erie, Pa. It was forecast that in two years it would be possible to travel from New York to the Mississippi in less time than it took 25 years earlier from Boston to New York.

Great things, these steam-powered iron horses.

RAILFAN & RAILROAD

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RAILROAD / founded 1906 / vol.110 no.10

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Cover

It's winter railroading at its best as a Conrail SD40-2 leads a westbound freight up Horseshoe Curve in fresh snow on January 19, 1985. Bob Hart, Jr., was one of the finalists in our 1988 Cover One Photo Contest with this photo, and while he didn't take First or Second Place in the contest, he got this cover by having a great winter photo of Conrail—just what we wanted for our Colorful Conrail Photo Line Special which begins on page 73. Kodachrome by Bob Hart, Jr.

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Fanmail

AT&SF Blue Bird?

In all of the four magazines that I have seen and read, the Santa Fe streamlined 4-6-4 3460 has always been referred to as the Blue Goose.

I worked on the Santa Fe out of Ft. Madison, Iowa, from 1952 to retirement in 1977. I have been on hostling duty, as fireman and as engineer, and have handled the 3460. Around here it was always referred to as the Blue Bird.

Maybe this is not important to you, but to me it is imperative that I refer to things by their proper names.

LOU PERRY
Osafe Beach, Missouri

Magma and McCloud

Regarding Sandy Burton's "Magma on Monday" in the November 1988 issue, I enjoyed the article and it was great to see pictures of ex-McCloud Baldwins again, but I take exception to Jim Boyd's roster on page 65. Magma No.9 was built as an S8, *not* an S12, and never during its tour of duty here at McCloud did it have the six exhaust stacks on its hood. I've worked on that engine off and on from the time it arrived new until the time it left the property, and the only exhaust stack was the large turbo stack. This engine was built with a lighter frame than McCloud S12 No.30, but was set up to where a turbocharger could have been easily installed. It had a standard turbo exhaust type manifold and a turbo stack. Also, ballast could have been added to the frame in order to supply better adhesion due to the extra 400 h.p.

However, McCloud never opted to do this. The six exhaust stacks may have been installed at Chrome Crankshaft or upon arrival at Superior, but surely never at McCloud. Incidentally, the exhaust became so hot on a long pull that it burned the stack right off a couple of times.

Both the No.9 and the No.10 served McCloud River Railroad exceptionally well, along with the rest of the McCloud Baldwins. They were built for heavy slugging up the 3.5% and 4.0% grades we have here.

RAYMOND A. PILTZ
McCloud, Calif.

⇐ *All the folks at the Magma knew about No.9 was "it was that way when we got it." If Magma No.9 has had a turbocharger installed, could someone possibly supply us the details?*—J.B.

Magma Roster

The November issue arrived today, and among the items that I enjoyed was the article on the Magma Arizona. I would like to offer some additional roster information if I may.

The builder's numbers for narrow gauge

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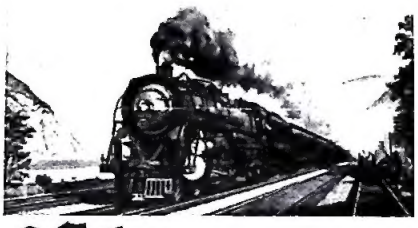

No. N&W– **"The Blue Ridge":** Norfolk & Western's *Powhatan Arrow* overtaking class A articulated on coal train.
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No. B&O– **"Royal Blue Splendor":** Baltimore & Ohio's *Ambassador* powered by P-7e.
No. SOU– **"Through the Smokies":** Southern Rwy. PS-4 powered *Crescent Limited.*
No. NYC– **"Along the Hudson":** New York Central's *Twentieth Century Limited* behind J-3a.
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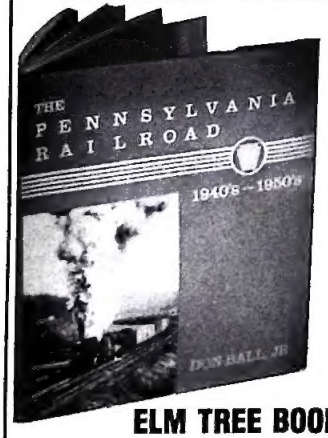

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engine[illegible]79, 55663 and 57491, [illegible] and 3 were sold to the San [illegible] Water Users Association to be used in construction work. Nos.2 and 4 remained on the property until the 1940s, when they were scrapped. The builders number on No.6 is 31889.

ROBERT LOWRY
Corvallis, Ore.

Editors on the track

I am just catching up on back issues after a job change and a move. Page 64 of the August 1988 issue shows a picture of two railfans (one with some resemblance to the editor) breaking basic railroad safety rules. One is walking in the center of a track (inexcusable under any circumstances according to the Class I railroad I recently served as a safety and operating officer). The other has his foot on a rail—almost as bad. While I don't doubt your ability to be safe around active tracks, these things make railfans look bad to professional railroaders when we should be trying to improve the image of our interest group.

Having said that, let me praise the recent Silverton and British Columbia electric articles as well as George Smerk's columns. Keep it up!

WALT SCHUCHMANN
Fairfax, Virginia

You make a good point but are carrying it a bit to extreme. In the same photo you will notice the sun kink that makes that track unserviceable, and we knew from talking with the sectionmen nearby that both tracks were out of service (which was the very reason we were departing the location). You will also notice that Bob Noone is standing still while resting one foot on the rail, not walking on it. The rule, however, is "expect a train on any track in any direction at any time," so the photo still depicts "Boyd where prohibited"—J.B.

"Snapshooters" insulted

It was with great displeasure that I read the line in the November 1988 CAMERA BAG column, "as well as, a roll or two of VRG 100 for snapshots." I find it quite insulting that you imply those of us who use color print film are seemingly incapable of producing a print with no greater artistic quality than that of a "snapshot."

While it is true that color print film does not enjoy the popularity of chrome and is not as well suited to publication, it is by no means fair to banish it to the "Instamatic" status. Though I sincerely hope that this comment was not offered in the manner in which I, and most likely others, will interpret it, I feel that at the very least an apology to us "snapshooters" is in order.

MICHAEL P. GRAY
Winchester, Virginia

It was definitely not our intention to imply that color print film is only for snapshooters. Bruce often loads up a camera with color print film to take non-railroad "snapshots" of his travels to send to his family and friends back in Idaho and California. While many professionals use color print film, most of the magazines today prefer to work from transparencies, since they are "first generation" images. Some of the earlier color rail books were done from prints, which could be color corrected and retouched before separations

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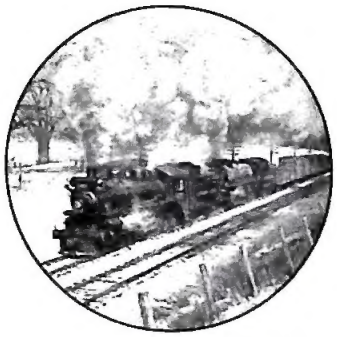

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CENTURIES OF THE NORTH WOODS

A look at the Chicago and North Western's magnificent Alco Century 628s. Join us as we cover the 6700s operating on C&NW's Lake Shore Division; Explore the history of the C628; hit the road for a chase of train ESGBA (Escanaba to Green Bay manifest); and talk to the shop personnel who maintain the big Alcos. "A dynamite tape." Railfan & Railroad Magazine. 90 min. $60.00

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were made. Today, these same corrections can be done from a slide with the new digital scanner systems. The Conrail GP30 on page 2 was made from a color print. For publication, prints must be done on glossy paper so that the scanner does not record the surface texture of the print—J.B.

Melvin and the 765

My compliments to Rich Melvin on his "Conrail and the 765" piece on page 58 of the November R&R. We are all too quick to complain and far too often neglect to give credit where credit is due. We railfans may be the worst of all, particularly whenever there is an opportunity to denigrate a major railroad.

A.L. O'TOOLE
Virginia Beach, Va.

Kelly's Bag and Garden State '88

Thanks for that in-depth look into Bruce Kelly's camera bag (November '88 R&R). I can't wait for your analysis of a Porta-Brace custom case for a JVC KY-320 video camera.

Thanks also for the fine job on your "Garden State in '88" article. I did not attend that event, but I now feel as if I had. The weather, the hard work, the NYS&W grade crossing accident— what an event! Great reading.

ROBERT CONWAY
Fox Lake, Ill.

More on Garden State '88

While, in general, I'm in agreement with your assessment of the Garbled State '88 convention in the October R&R, I would like to add some thoughts.

Most conventioneers I spoke with shared the opinion that there were too many manager-types issuing and countermanding instructions and too many red-shirted staffers who didn't have a clue about what was going on. We renamed the convention "I Don't Know '88," after the phrase heard most often in response to our questions.

That being said, the events I attended were not cancelled and were, for the most part, enjoyable, although walking 20 car lengths to Bound Brook station after the July 24th trip was not.

Enough [illegible] for writing is to compliment you [illegible] well-orchestrated night photography [illegible], including the virtually rained-out "[illegible]session" at Whippany. I missed the July [illegible] session, having to return to work on the CP 1201 trip out of Ottawa on that day.

JOHN D. GODFREY
Assistant Supervisor-Train Operations
Canadian Railway Museum
Delson, Que.

D&SNG Not On The Map

After reading the enjoyable articles on the Durango & Silverton in the June and September 1988 issues, we referred to our recently purchased *Railfan & Railroad/Rand McNally Handy Railroad Atlas of the United States* to locate the line. We discovered that it is not listed on the Colorado map. We had to refer to a road atlas to find it. Isn't this type of operation worthy of note on a railroad map?

GEORGE N. BARTEMUS
Bow, N.H.

Right you are. It is probably regarded as a tourist railroad and not a common carrier, and thus not included on the map. I agree, however, that both the D&SNG and C&TS are significant enough to warrant inclusion. Rand McNally, take note—J.B.

Who's got the Muscle?

We members of the Great Northern Railway Historical Society noted with great interest the color photo of Great Northern SD45 400, the "Hustle Muscle," on page 4 of the November 1988 issue, as well as the additional material that appeared on page 44 in RAILNEWS.

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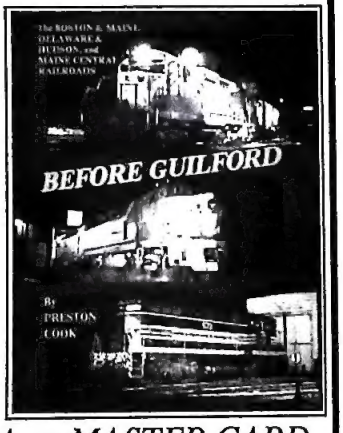

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The emphasis is on the Pennsylvania, but other roads are featured in "Thundering Rails". It's steam and diesel action from 1949. "Clear Track Ahead" traces the Pennsy from the 1840s to the 1940s. See a duplex, GG-1s, and K4s. **52 min.**

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Enjoy the Nickel Plate's Berkshires with hotshot freights through America's heartland. Catch the "new" diesel-powered streamliners and F units on the Wabash. See some of the line's major passenger terminals in the Golden Days. **46 min.**

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#611A - "Bridges to Buffalo"

The Nickel Plate main from Bellevue, Ohio, to Buffalo is noted for lots of big bridges. We've captured the action with ground and aerial shots as the 611 works at 60 mph. The show closes with the 611 and 765 doubleheading. **45 minutes**

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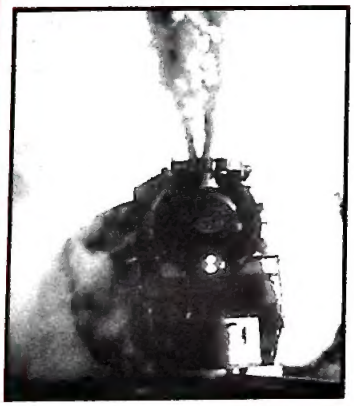
HOPEWELL PRESENTS C&O #614



#614B - "The Phoenix Engine, on the B&O"

Completely re-edited from the original field footage, we've improved the video quality, using state of the art video processing gear. You'll enjoy the result as the 614 works Sand Patch and 17 Mile Grade. Lots of runby action in this show. **41 min.**

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#765FW - "Life Begins at Forty"

A tribute to the people who keep this fine locomotive running for all railfans. Scenes of the 1984 NRHS convention trips with the 765, cab shots, and doubleheading with the N&W 611 highlight this tape. **58 min.**

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#4449A - "Daylight Delight, Part 2"

You'll see the 4449 on its return from the 1984 World's Fair over the "Coast Route". Thrill as she runs with McCloud River #25, passes the famous Chatsworth Rocks, then blasts up the 2.2% Cuesta Grade and lots more. **45 minutes**

#3985 - "Sacramento Steam Spectacular"

Imagine Union Pacific 4-8-4, #8444, and 4-6-6-4 Challenger, #3985, doubleheading to the Sacramento Railfair! It's on this tape! You'll see them in Echo Canyon, at Castle Rock and over Donner Pass. Other locomotives from Railfair round out this program. **51 minutes**

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"Dateline D&H: Binghamton, NY" — #DH - $39.95

A must tape for Alco fans. The Delaware & Hudson may be gone, but the line lives on with this tape. You'll see Alco and GE power north of Binghamton, and over Belden Hill. You will also enjoy scenes of Starucca Viaduct and Tunkhannoc Viaduct. **49 minutes**

"Collier Crossing" — #CC - $29.95

Catch the diesel action at the CSX Collier Yard near Petersburg, VA. Collier has it all, drags, hotshots, unit trains, Amtrak and more. All of these are pulled by an ever-changing parade of motive power in a variety of paint schemes. **30 minutes**

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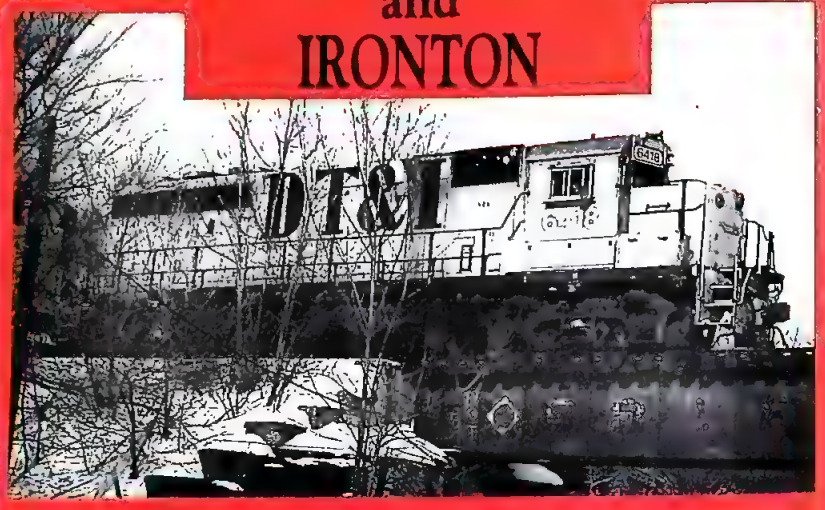

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However, I would appreciate it if you could call to the attention of your readers the fact that the locomotive was not placed on display at the Lake Superior Museum of Transportation on long term loan from Burlington Northern. "Hustle Muscle" is, in fact, the property of the Great Northern Railway Historical Society. It was donated to us by Burlington Northern on December 31, 1985. It appears at the Lake Superior Museum, at present, on long term loan from the GNRHS.

The locomotive was indeed painted in Grand Forks through the efforts of Burlington Northern forces there, and the GNRHS is, of course, much indebted to BN for their courtesy and significant generosity. Considerable pains were taken to restore "Hustle Muscle," inside and out, to its original appearance and condition.

NORMAN C. KEYES, JR.
Vice President, GNRHS
Baltimore, Md.

Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

RAIL AND SAIL VACATIONS. Vacations that combine Amtrak train travel with a luxury cruise. Amtrak, Costa Cruises and Bermuda Star have joined efforts to present three 10 or 11-day tours with 95 departures between September 1988 and December 1989. Tours originate at various points on Amtrak with destinations to the Bahamas, Mexico and Bermuda. For specific tour details and prices contact: Circle America Tours, 7531 Ravensridge, St. Louis, MO 63119; 314/968-9009.

READING, PENNSYLVANIA, December 3. Blue Mountain & Reading off-line excursion with ex-GM&N 4-6-2 425 from Hamburg and Temple to the Philadelphia Galleria and return. Fare $36, train departs Hamburg at 8am and Temple at 9am.

"Santa Claus Specials" will be run on the BM&R between Hamburg and Temple on December 4, 10-11, 17-18. Trains depart Hamburg and Temple simultaneously at noon, 2pm and 4pm. Hamburg departures will be steam powered and the Temple departures will lead with diesel. Adult fares $6, kids $4. One child rides free with each paying adult. Steam power will be either 4-6-2 425 or 4-8-4 2102. Contact: 425 Concessions, Inc., c/o Blue Mountain & Reading Railroad, P.O. Box 425, Hamburg, PA 19526; 215/562-4083.

HONESDALE, PENNSYLVANIA, December 3 and 10. "Santa's Snowtime Express" excursions on the "Stourbridge Line" Honesdale to Hawley, Pa., and return, using BL2 54 and open window coaches. Train departs Honesdale 10am, noon and 2pm each day. Contact: Wayne County Chamber of Commerce, 742 Main Street, Honesdale, PA 18431; 717/253-1960.

BOSTON, MASSACHUSETTS, January 28, 1989. "Snowflake Special" excursion to Deerfield, Mass., in the Berkshire Mountains using Amtrak equipment over Conrail trackage. Sleigh rides, cross country skiing and historic tours in Deerfield. Contact: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136; 617/361-4445.

BRITISH COLUMBIA, February 19-23. BC Rail Winter Excursion will cover 1600 miles from North Vancouver to Fort St. John and return using two RDC1s. Trip includes 700 miles of freight-only trackage including the Tumbler Ridge line. Stay each night in on-line communities. Fare US$695, includes transportation, lodging and many meals. Contact: Mountain Outin' Tours, Inc., P.O. Box 70, East Irvine, CA, 92650; 714/837-9061.

STOCKTON, CALIFORNIA, February 25-26. "Winterail '89" Railroad Photography Exposition & Flea Market at the Scottish Rite Temple, 33 W. Alpine Ave. Saturday 10:30am-9:30pm, Sunday 11:30am-5pm. This 11th annual event will feature the slide show "Five Decades on Tehachapi" by Tom Gildersleeve and Gordon Glattenberg. Other slide shows will be presented, and the flea market will be open on the 25th.

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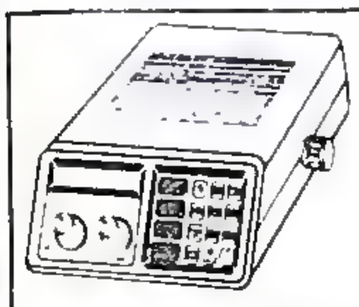

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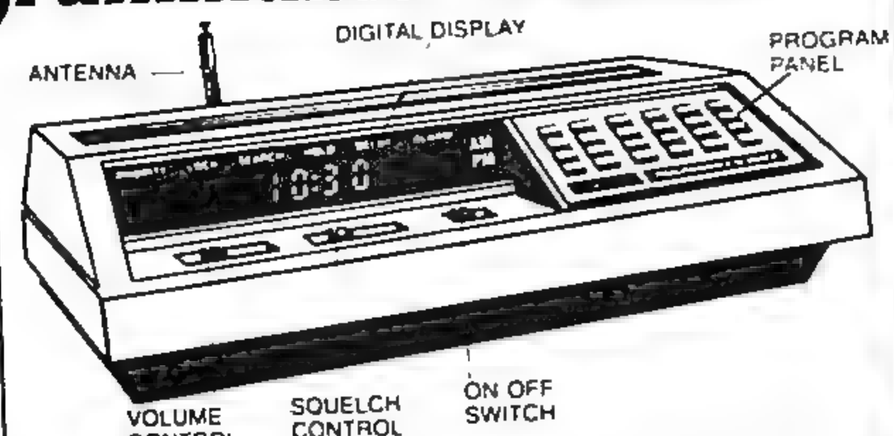

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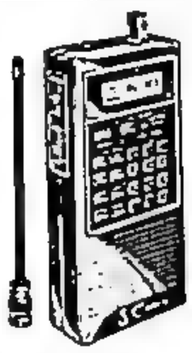

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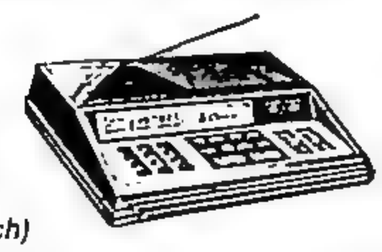

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Sunday will feature the flea market only. Saturday admission $10 by advance registration only. Sunday admission is $4 at the door only. Contact: Dave Stanley, Winterail '89, P.O. Box 30661, Stockton, CA 95213-0661.

INTERNATIONAL TOURS

GREAT RAILWAY JOURNEYS, a division of Trackpacker Trails, 15940 N.E. 19 Ct., Suite 4, Miami, FL 33162; 305/940-TRIP, is sponsoring the following tour:

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TEFS LIMITED, 189 Spring Beauty Drive, Lawrenceville, NJ 08648, is sponsoring the following tours:

Vietnam, December 31-January 21. French-built steam; tour Hanoi, Ho Chi Minh and points between.

Philippines, January 17-February 4, 1989. "Steam in Paradise" with sugar mills at peak season.

RAILROADIANA MEETS

INDIANAPOLIS, INDIANA, December 3. Model Railroad and Toy Train Swap Meet & Sale at the St. Joseph Church 11am-4pm. Adults $1, family $2. Contact: Rudy Stanko, 8601 Stonewall Drive, Indianapolis, IN 46231; 317/243-7249.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations and dates. Dealer information: Sharon Armacost, 301/876-8640; sales tables $40. Admission $4, under 12 free with adult. 11am-5pm. General information: Greenberg Shows, Inc., 7566 Main Street, Sykesville, MD 21784; 301/795-7447.

Timonium, Maryland, December 3-4, Timonium Fairgrounds.

King of Prussia, Pennsylvania, December 10-11, Valley Forge Convention Center.

Tampa, Florida, January 7-8, Florida State Fairgrounds.

Fort Lauderdale, January 14-15, Broward Community College.

Bensalem, Pennsylvania, February 18-19, Philadelphia Park.

Monroeville, Pennsylvania, February 25-26, Pittsburgh Expo Mart.

GREAT AMERICAN TRAIN SHOW. All shows are from 1pm-7pm on Saturday, 11am-5pm on Sunday and feature operating layouts. Admission is $4, kids under 12 are free. Contact: GATS Limited, 312/834-0652.

Columbus, Ohio, December 3-4, Franklin County Veterans Memorial, 300 West Broad Street.

Oklahoma City, Oklahoma, December 10-11, State Fair of Oklahoma, 500 Land Rush Street.

Houston, Texas, December 17-18, George R. Brown Center, 1001 Convention Center Blvd.

Portland, Oregon, January 7-8, Multnomah County Exposition Center.

Oakland, California, January 14-15, Oakland/Alameda County Colosseum.

San Diego, California, January 21-22, San Diego Convention Center.

Pomona, California, [illegible] 29, Los Angeles County Fair & Exposition Center.

St. Louis, Missouri, [illegible] Kiel Auditorium, 400 Market Street.

Phoenix, Arizona, February [illegible] Phoenix Civic Plaza.

Dallas, Texas, February [illegible] Dallas Convention Center.

Milwaukee, Wisconsin February 18-19, The Mecca, 500 West Kilbourn Ave.

Kansas City, Missouri, February 25-26, Kansas City Municipal Auditorium

ELMONT, NEW YORK, December 3-4. St. Vincent DePaul Parish Train Meet at the St. Vincent DePaul School Auditorium 10am-4pm. Adults $3.50, kids under 12 free. Contact: Frank Deorio, 1510 DePaul Street, Elmont, NY 11003; 516/352-2127 or 516/486-6658.

OKLAHOMA CITY, OKLAHOMA, December 3-4. The Eighth Annual OKC Train Show sponsored by the Central Oklahoma Chapter NRHS at the Old International Building on the Oklahoma State Fairgrounds. Saturday 9am-5pm, Sunday 11am-5pm. Adults $3, Family $5. Contact: Dean Carver, 1313 West Britton Road, Oklahoma City, OK 73114.

HADDONFIELD, NEW JERSEY, December 3-4. 7th Annual Railroadiana & Train Show sponsored by the West Jersey Chapter NRHS at the Moorestown Mall on Rte.38. Saturday 10am-9:30pm, Sunday 10am-6pm. Free admission. Contact: Herman Lotstein, 217 Potter Place, Holland, PA 18866 or Louis Mountney, 155 Wayne Ave, Haddonfield, NJ 08033.

ATLANTIC CITY, NEW JERSEY, December 3-4, 10-11. The Patcong Valley Society of Model Railroad Engineers Christmas Open House & Train Show located on Fire Road between Zion and Mill Roads in Bargaintown, N.J., 10am-4pm each day. Free admission. Contact: William H. Bruce, III, 34 East Main Street, Mays Landing, NJ 08330; 609/625-1352.

KITTANNING, PENNSYLVANIA, December 4. The Central Armstrong Sixth Annual Model Railroad Christmas Train Show at the Kittanning Township Firehall 10am-4pm. Adults $3, kids under 12 free. Contact: James W. Boyer, R.D.#2, Box 133, Ford City, PA 16226; 412/763-8327.

WEST FRANKFORT, ILLINOIS, December 4. Southern Illinois Train Collectors Model Railroad Show & Swap Meet at the National Guard Armory, 802 West Main Street, noon-5pm. Adults $1, kids under 12 free. Contact: Randy Domineck, Rt.1 Box 49AA, Royalton, IL 62983; 618/984-4474 after 6pm.

MILTON, VERMONT, December 10. The Burlington Area Christmas Railroad Show at the Milton High School on U.S. Route 7 from 10am-4pm. Adults $2.50, kids 6-12 $1, under 6 free. Contact: Neil Korpi, 43 Hemlock Road, Milton, VT 05468; 802/893-4157.

MARION, OHIO, December 10. The Train and Model Train Show & Flea Market at the Ohio State University Student Center 11am-4pm, sponsored by the Marion Union Station Association. Contact: Jerry Richie, 556 Siesta Drive, Marion, OH 43302; 614/389-5162 evenings.

GREAT AMERICAN TRAIN MART. All shows are 10am-4pm and feature a layout of the month. Adults $3, kids under 12 free. Contact: GATS Ltd.; 312/834-0652.

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■ **PRR K-4 No. 1361!** Altoona's K-4 has a hard time on 'Tyrone Hill', slipping to a stall three times before finally making it! We caught it all! Also scenes of East Broad Top! Opsisound Stereo! 45 min **$49.95**

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San Francisco, California, February 26, Solano County Fairground[illegible]

OSWEGO, NEW YORK, December 17, 18, 26, 31 and January 1, 1989 The Oswego Valley Railroad Association's 7th Annual Christmas Town Express Model Railroad Exhibit at the Oswego Art Guild in Fort Ontario Park, noon-6pm each day. Free admission. Contact: Fred Regan, Jr., 62 Liberty Street, Oswego, NY 13126-1416; 315/343-2253.

CLEVELAND, OHIO, January 7. The West Park Model Railroaders train show at the U.A.W. Hall, 5615 Cheverolet Blvd., Parma, 10am-4pm. Adults $2, kids 6-12 50¢. Contact: Lewis Warren, 15313 Willman Avenue, Cleveland, OH 44135; 216/676-8120.

CHARLES G. GALLUS, P.O. Box 1036, Doylestown, PA 18901; 215/847-8749, Toy Train and Collectables Show & Sale 1989 season.
Penndale, Pennsylvania, January 7 and February 4. Firehouse Hall, 8am-1pm, admission $2.
Phillipsburg, New Jersey, January 14. Commodore Inn, 9am-2pm, admission $3.
New Hope, Pennsylvania, January 28 and February 11. Eagle Hall, 8am-2pm, Admission $3.

UNION BRIDGE, MARYLAND, January 8, 15, 22 and 29. The Western Maryland Railway Historical Society's N-Scale Model Railroad Display and Museum Open House 1pm-4pm at the WM crossing of Rte. 75 at Union Bridge. Free admission, donations will be accepted. Dress warmly, and hot drinks will be offered. Contact: WMRHS, P.O. Box 395, Union Bridge, MD 21791.

ELMONT, NEW YORK, January 15. St. Vincent DePaul Train Meet at the St. Vincent DePaul School auditorium 10am-4pm. Adults $3.50, kids under 12 free. Contact: Frank Deorio, 1510 DePaul Street, Elmont, NY 11003; 516/352-2127 or 516/486-6658.

RALEIGH, NORTH CAROLINA, January 21-22. 2nd Annual North State Toy, Model & Hobby Show at the North Carolina State Fairgrounds off of I-40. Saturday 9am-6pm, Sunday 10am-5pm. Adults $3, kids 6-12 $1. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28025; 704/786-8373.

FALL RIVER, MASSACHUSETTS, January 22. Old Colony & Fall River Railroad Museum's 2nd Annual Railroad Show at the Municipal Veterans Memorial (formerly Bank St. Armory) 10am-4pm. Adults $2, kids 5-12 $1, under 5 free. Contact: Jay K. Chatterton c/o Old Colony & Fall River Railroad Museum, Inc., P.O. Box 3455, Fall River, MA 02722.

ST. CHARLES, MISSOURI, January 28. The St. Charles Model Railroad Club's 4th Annual Train Fair Show & Swap Meet at the Steglon Restaurant at I-70 and Fifth St., 9am-2pm. Adults $1, kids under 12 free. Contact: Jim Monroe, 129 Hunters Ridge, St. Charles, MO 63301; 314/723-3115.

BOSTON, MASSACHUSETTS, February 5. Rail-a-Rama XI at the Florian Hall, 55 Hallet Street, 10am-4pm. Adults $1, kids 50¢. Contact: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136; 617/361-4445.

SPOKANE, WASHINGTON, February 5. The Spokane Model Engineers 13th Annual Swap Meet at the Sheraton Hotel downtown 10am-4pm. Adults $2, kids under 12 free with adult. Contact: Bruce Lochhead, N. 1617 Farr Road, Spokane, WA 99206; 509/535-2055 days or 509/924-9313 eves.

JACKSONVILLE, FLORIDA, February 11. The Southeastern Railroadiana Collectors Tenth Annual Railroadiana and Model Train Sale & Trade Show at Jacksonville's Prime Osborn Convention Center, 1000 West Water Street, 9am-4pm. Adults $3, kids under 12 free. Contact (LSSAE please): Jack Martin, 4183 Paran Pines, Atlanta, GA 30327.

HICKORY, NORTH CAROLINA, February 11-12. Toy Model & Hobby Show at the Country Adventures Convention Center on Hwy. 321 N.W., 10am-5pm each day. Adults $3, kids under 12 free. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28025; 704/786-8373.

WEST SPRINGFIELD, MASSACHUSETTS, February 12. The Amherst Railway Society's Annual Railroad Show & Sale at the Better Living Center on the grounds of the Eastern States Exposition, 10am-5pm. Adults $3, kids 5-11 $1, under 5 free. Contact: Robert A. Buck, 8 Bacon Street, Warren, MA 02083; 413/536-5318.

STOCKTON, CALIFORNIA, February 25-26. "Winterail '89" Railroad Photography Exposition & Flea Market at the Scottish Rite Temple, 33 W. Alpine Ave. Saturday 10:30am-9:30pm, Sunday 11:30am-5pm. Flea market both days, slide show presentations Saturday only. Saturday admission $10 by advance registration only. Sunday admission is $4 at the door only. Contact: Dave Stanley, Winterail '89, P.O. Box 30661, Stockton, CA 95213-0661.

LAPEER, MICHIGAN, February 26. Lapeer Model Railroaders 5th Annual Model Railroad Flea Market at the American Legion Hall 10am-4pm. Adults $1.50, family $3.50. Contact: Joseph Biondo, 15680 Imlay City Road, Capac, MI 48014; 313/395-4966 after 7pm.

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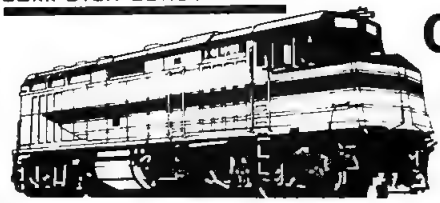

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What's New?

"Homeward Journey", an acrylic painting by Howard Hague of St. Paul, Minnesota, has been beautifully reproduced in a folding 5"×7" Christmas card offered in the 1988 Courage Cards collection. The Courage Center sells original art greeting cards each holiday season to benefit its services for the physically disabled; this year's subjects, primarily with wildlife and religious themes, were selected from more than 1600 entries in a nationwide competition. Hague's "Homeward Journey" depicts a steam-powered passenger train rounding a curve amid snow-covered, rural countryside. It's a lovely, sensitive treatment of the fabled Christmas train. Sold in a ten-card set with envelopes for $4.75, "Homeward Journey" (cat. no.202) can be ordered by calling Courage Cards at 800/852-9452, or writing them at 3915 Golden Valley Road, Golden Valley, MN 55422.

Guy L. and Donald K. Dunscomb have announced the release of their 112-page 8½"×11" album-format softcover titled *Western Steam Pictorial*. Modelers and locomotive afficianados will appreciate this book's detailed coverage of 108 various standard and narrow gauge steam locos from 53 different railroads. Gathered from the authors' collection and from 25 other photographers, the pictures are run no smaller than ten inches in length, and most have never been published before. Each photo's caption contains the locomotive's specifications and history, and supplemental tables list the production dates for principal U.S. steam locomotive builders from 1830 to 1953 as well as descriptions and names for the basic locomotive types. *Western Steam Pictorial* sells for $26.00 from Donald K. Dunscomb, P.O. Box 5223, Roseburg, OR 97470. Dealer orders for five or more copies should be addressed to Guy L. Dunscomb & Son, 2502 Fremont Ave., Modesto, CA 95350.

This month we have advance word of two upcoming books worth keeping watch for. Author Preston Cook and publisher Don McFall have announced that their 128-page, 8½"×11" limited edition hardbound titled *Before Guilford* will be available from the printer in January 1989. As a companion to their previously-released *Erie Lackawanna Memories*, this book will cover in more than 160 color photos the B&M, D&H and MEC as they appeared prior to their absorption into the Guilford system. A pre-publication special price of $34.00 is being offered (Mass. res. add 5% tax) which includes the author's autograph if so requested in the order. Make checks or money orders payable to Preston Cook, P.O. Box 40040, New Bedford, MA 02744. We'll give a full review of *Before Guilford* once it becomes available.

Secondly, a third printing of LeRoy King, Jr.'s 330-page hardcover *100 Years of Capital Traction* should be coming off the press as you read this. In its first two printings, the book offered a detailed and well-illustrated look at the history of streetcars in Washington, D.C., and the third printing will have pretty much the same content plus an updated roster. Orders may be placed now by sending $49.95 plus $4.00 shipping to the National Capital Trolley Museum, P.O. Box 4007, Colesville Branch, Silver Spring, MD 20904-0007.

Something completely different for your railroad library is William R. Luse's *Railroad Town—Kansas City as Viewed by a Railroadman*. For this book, the author collaborated with Charles E. Winters, who since 1944 has worked in Kansas City for the Santa Fe, the Frisco, the Wabash and the Milwaukee Road-Kansas City Southern Joint Agency. Being an artist, Luse purchased some of Winters' steam locomotive photos in 1979 as detail guides for his railroad paintings. Since then, Winters has taken Luse to hundreds of locations in and around Kansas City, resulting in an equal number of paintings depicting rail-

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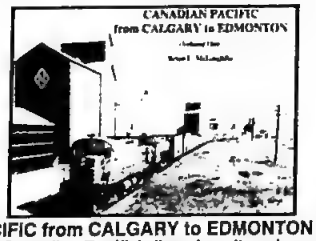

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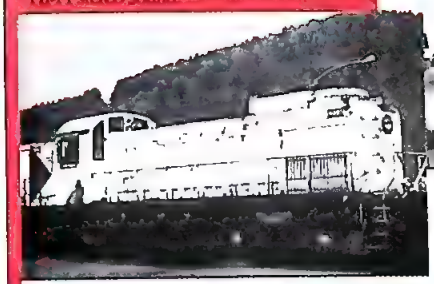

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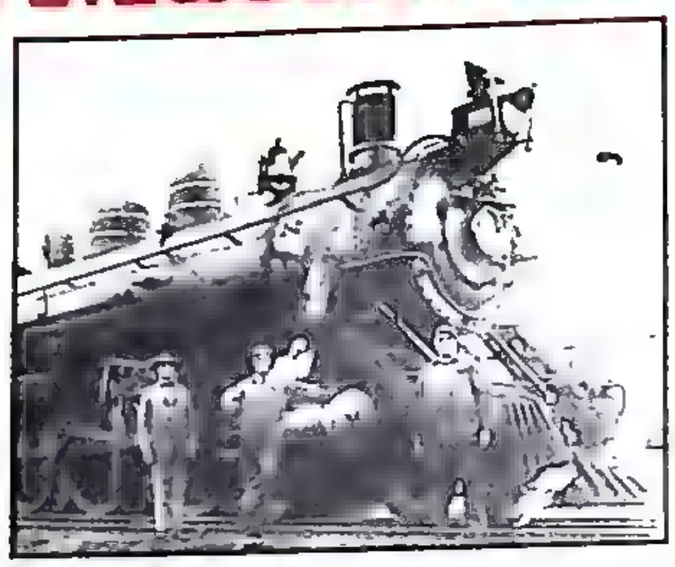

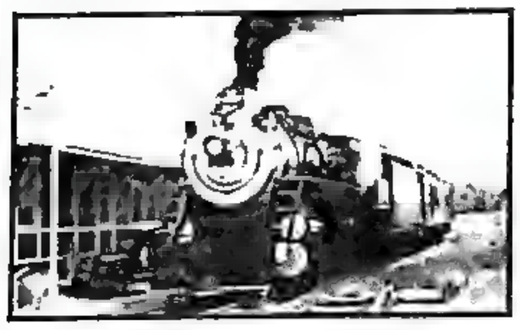

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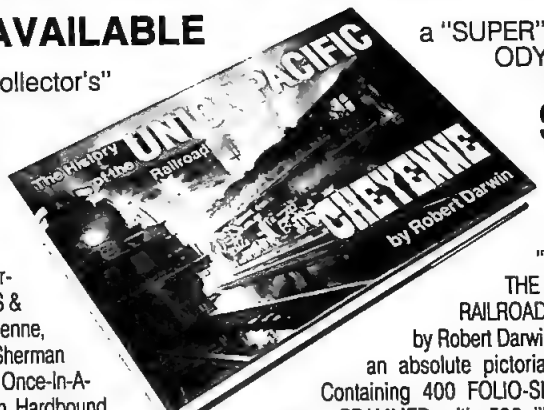

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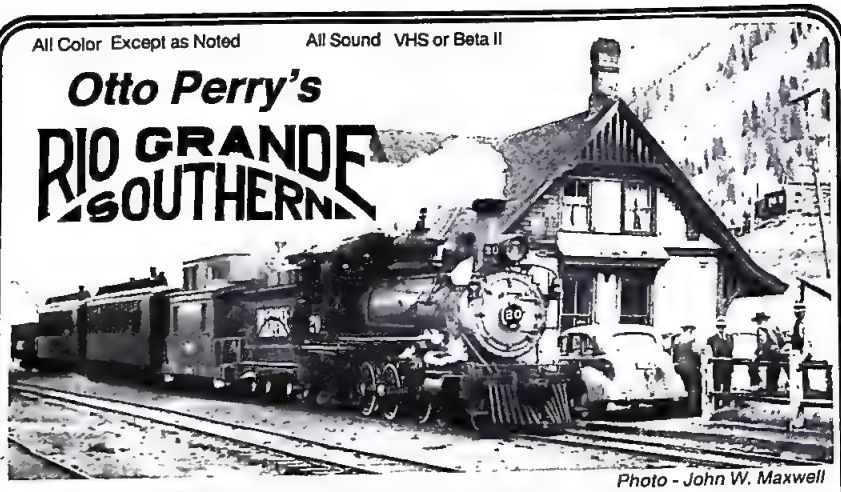

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From the backwoods of Pennsylvania comes *The Ol' Hook & Eye—A History of the Kishacoquillas Valley Railroad.* Author John G. Hartzler begins by teaching us how to pronounce this railroad's Indian name, then waxes wonderfully nostalgic about the KV (1893-1940), which at its height of operation ran from Reedsville to Lewistown Junction where it connected with the Pennsy main line. With 110 black & white photos, maps, equipment and personnel rosters, sample shipping rates and financial and tonnage reports, this 170-page 6″×9″ softcover is as complete a work as you may ever see on the Kishacoquillas Valley Railroad. To order send $16.50 plus $1.50 shipping (Penn. res. add 6% tax) to Jerry Hartzler, R.D. #2, Box H-155, Belleville, PA 17004.

A revised and enlarged edition of *The Country Railroad Station in America* (1st printing was in 1978) by H. Roger Grant and Charles Bohi is our newest arrival. The significant addition to this version is a chapter on interurban stations. Stations from California to Maine and Canada are covered, but the primary focus is on quaint country depots in the Midwest. Hundreds of black & white photos, floor plans and drawings make up this 192-page 8½″×11″ softcover, while the text discusses the country depot's beginnings as "the community hub," its evolution into the combination freight house/passenger station, its future and finally the aforementioned interurban depot. Quite a bargain at $19.95 from the Center for Western Studies, Box 727, Augustana College, Sioux Falls, SD 57197.

Jim Price's 54-page 6½″×10″ softcover titled *The Railroad Stations of San Diego County: Then and Now* is a tidy little guidebook to passenger depots in extreme southern California. First, the intricate history of San Diego County's railroads is laid out, describing in concise language the roles played by Santa Fe and its predecessors as well as the six independent roads which eventually formed the San Diego & Arizona as part of the John Spreckels empire. Then the bulk of the book is devoted to before-and-after looks at each depot, including its history, current status and location. On the Santa Fe, for example, there were—and in most cases still are—the depots of Carlsbad, Del Mar, Encinitas, Escondido, Fallbrook, National City, Oceanside, Vista and of course, San Diego itself. The book sells for $6.00 plus $1.00 shipping from Price & Sieber, P.O. Box 6772, San Diego, CA 92115.

Next, we hop south of the border with *Train Times in Mexico*, an invaluable information source for rail photographers and travelers dealing with Mexican railroads. Ed Von Nordeck and Bill Farmer of Mexico Research in Riverside, California, have compiled all of Mexico's train schedules effective August 1, 1988, into an employee's timetable format. They've included explanations of ticketing, reservations, accommodations and restrictions, along with a map of Mexican railroads, and bound it all together within a heavy plastic 5½″×8½″ cover. This booklet does a great job of filling the void left when NdeM quit publishing its system timetable in 1975. It sells for $8.50 plus $1.50 shipping (Cal. res. add 51¢ tax) from Mexico Research, P.O. Box 2858, Riverside, CA 92516-2858.

Polar Bear Express Country by Michael Barnes is an 80-page 8½″×11″ softcover telling the history of railroad construction and settlement in eastern Ontario, Canada.

ment of the Iroquoian is focused on the Cree Indians (the form of alphabet, language and even some herbal remedies are listed in the appendix) and on the white explorers and settlers, yet there's enough coverage of the Ontario Northland Railway and its *Polar Bear Express* route between Cochrane and Moosonee, Ontario, to please most followers of Canadian railroads. Only a handful of the book's black & white photos depict railroad subjects: ONR Fs on the *Polar Bear Express* and archival prints of the line's construction in the 1930s. It's available for $12.95 from The Boston Mills Press, 132 Main St., Erin, Ontario N0B 1T0.

Eight pages of new photos, drawings and maps were added to the C&O Historical Society's second edition of *The Chesepeake & Ohio Railway in West Virginia—Huntington Division.* Author William Sparkmon, vice president of the C&OHS, states in the preface "I will be the first to admit that I am not a writer," yet his work makes for fairly intelligent reading, with chapters on the various lines and branches of C&O's Huntington Division plus specific coverage of Huntington, Charleston and Handley Yard. Inside are nicely-reproduced black & white photos of Kanawhas, Mikados, Consolidations, F7s and GP9s. On the front cover is a color photo of E8s leading the *Fast Flying Virginian* out of Charleston. Priced at $7.95 plus $1.00 shipping, this 52-page 8½"×11" album-format softcover is a real bargain. Order from C&OHS Books, 2450 Knob Hill Dr., Dubuque, IA 52001.

From 1908 to 1931, *The Electric Railway Journal* was the premier magazine of the American electric transit industry. Now, with backing from the Free Congress Research & Education Foundation in Washington, D.C., the magazine has returned as a 56-page quarterly called *The NEW Electric Railway Journal,* devoted to coverage of America's new proliferation of electric streetcars and interurbans. Publisher Paul Weyrich is president of the FCR&EF, and Editor Richard Kunz is well known for his work as Rail Transit Editor for *Passenger Train Journal.* Volume 1, Number 1 of *The NEW Electric Railway Journal,* released as the Autumn 1988 issue, contains features on retired CTA Executive Director George Krambles, the San Diego Trolley and a current directory of electric transit operations in North America. With its attractive color and black & white photos, maps and responsible writing, this is one of the most worthwhile new products to enter the already saturated rail publication field. The Autumn 1988 issue is available for $5.95 (year subscription $20.00) from the Free Congress Research & Education Foundation, 721 Second St. N.E., Washington, DC 20002.

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In 1977, Joseph Gross released his 174-page softcover *Railroads of North America*, listing the names of thousands of known North American railroads from the very beginnings of the industry to the present. Further research and popular demand prompted publication of a revised hardbound version ten years later, and now, Joseph Gross is issuing his third installment, *Supplement to Railroads of North America*. This ten-page, 8½"×11" booklet contains dozens of new railroad listings, from Abington Coal & Iron to the Wichita Valley. First, each railroad is listed by its original name, followed by reporting marks, date of incorporation, mileage, date of abandonment or merger with another railroad and finally its current or last-known name. No serious railroad historian should be without this material. *Supplement to Railroads of North America* is available for $4.00 postpaid from Joseph Gross, P.O. Box 15, Spencerport, NY 14559.

Calendar Call

American railfans who think all British locomotives look alike will be pleasantly surprised by the "Modern Traction Calendar-1989" from Rail Photoprints of England. This is reportedly the only calendar printed in the United Kingdom catering to "modern railway enthusiasts." Sixteen beautifully-reproduced color photographs show such things as a Class 86 electric in Birmingham Glasgow passenger service, an InterCity 125 a Class 37 hauling a freight, paired Railfreight Class 31s on coal train and other diesel subjects in action/scenic views. Even the locations are varied enough that no two pictures will look alike to Yank fans; everything from modern factories to pastoral farmland to seaside vistas provide the backdrop. The 9½"×13¼" ring-bound "Modern Traction Calendar-1989" is priced quite modestly for Americans at $10.00 U.S., which includes Airmail shipping from Rail Photoprints, "Stoneycombe," 8 Paulmont Rise, Temple Cloud, Nr.Bristol, BS18 5DT, England.

The New York Central System Historical Society's 1989 calendar features an R.L. Corwin watercolor of the Toledo & Ohio Central's Bucyrus, Ohio, depot on the front cover and 14 black & white photos on the inside flaps and back cover showing L2d Mohawk 2467 at Sand Bank Curve; Boston & Albany 4-6-6T suburban tank engine 400 at Boston's South Station; Niagara 6024 departing Chicago; J1b Hudson 5233 in Cleveland; East River Street crossing in Elyria, Ohio, in 1906; the experimental streamliner *Xplorer*; L3b and L2a Mohawks taking on coal at Wayneport, N.Y.; J3a Hudson 5406; Baldwin RS12s at Sharonville, Ohio; T2a electric 257 with a Poughkeepsie Local; L4b Mohawk 3134 in action; J3a Hudson 5431 at Waterloo, Indiana; the *Empire State Express* departing Buffalo Central Terminal and RS3 8253 in passenger service at North White Plains, N.Y. Important dates in NYC history are noted, and each photo is printed the full width across in this 11"×17" foldout calendar, which sells for $5.45 (Ohio res. add 30¢)

IN THE SHORE LINE'S SHADOW by L. Peter Cornwall

The fascinating history of Metro-North's Danbury line comes alive in this 128-page book. Beginning life as the Danbury & Norwalk Railroad whose original charter envisioned the use of horses for motive power, the text traces its evolution through its merger into the New Haven Railroad to its current status as a major commuter artery to New York City. The lively text is supported by over 140 photographs (more than 30 in full color including work by Kent Cochrane, T. J. Donohue, Scott Hartley and T. J. McNamara) plus a locomotive roster; maps; ticket and timetable reproductions; a quick-reference chronology; and a Mike Pearsall cover painting. The book is printed on high-quality coated stock with sewn binding and heavy 12 pt. liquid laminated cover for durability. Don't miss it!

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There's quite a variety of motive power shown in the Kansas City Southern Railroad Historical Society's 1989 Calendar. On the cover, an A-B set of E7s rolls through Shreveport, Louisiana, and inside are static and action scenes with 4-6-2 800; A-A-B-A F7s and a GP7 on a coal train; a GP9/GP7 combo; an EMD re-engined Fairbanks-Morse Erie-built; an E3 on the *Southern Belle*; 4-6-2 803; SD40-2s on the Poteau River Bridge; a trio of SD50s in Kansas City (the photo inexplicably dated 1971); five GP30s and an F at Vivian, Louisiana; four F7s at Shreveport; an MP15 with NW2 slug 4526; SD50 pushers at Rich Mountain and the tavern lounge car from the *Southern Belle*. A KCS map is printed on the back flap, and major holidays are noted in the date blocks. The photos, all black & white, are nicely reproduced in this 11″×17″ foldout calendar, which sells for $5.50 postpaid from the Kansas City Southern Railroad Historical Society, c/o Kent Hurley, 514 Grandeview, Joplin, MO 64804. Make checks payable to the KCSRHS.

Western Maryland F3A diesel helpers coupled to 2-10-0 1113 adorn the cover of the Western Maryland Railway Historical Society's "Pictorial Calendar 1989." This 11″×17″ foldout calendar contains black & white reproductions of twelve other WM photos, a few of which are rather old but still very interesting. There's a roundhouse scene at Hagerstown with a 2-8-8-2, 2-10-2 and two other locomotives in view; A-B-A F7s rolling through Meyersdale, Pa.; the Ida May tipple on the isolated branches in West Virginia; 2-8-0 827 at Thomas, W.Va.; low-nose GP9 26; Pacifics 204 and 205 in two views at Walbrook Junction; a K-1 Pacific at Hollins, Maryland; two RS3s and an RS2 at Webster Springs, W.Va.; BL2 82 bringing coal loads off the Gray Branch; a whimsical view of a coal truck that backed off the loading ramp and into a WM hopper; an RS2 and RS3 heading the East Local through Fairfax, W.Va.; a WM bulk load truck trailer and piggyback loads at Port Covington in the 1950s. The calendar blocks indicate major holidays and historical dates relating to the WM. It sells for $4.75 plus $1.00 shipping (Md. res.

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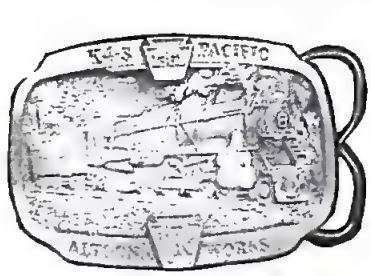

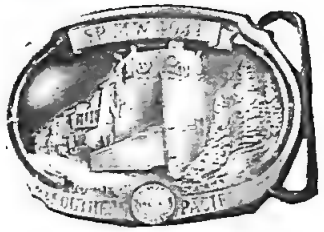

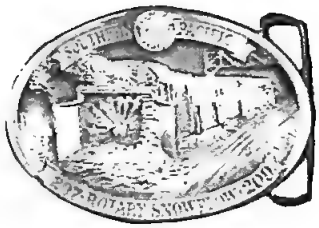

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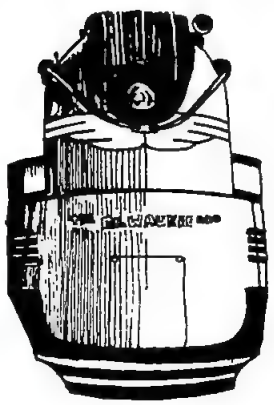

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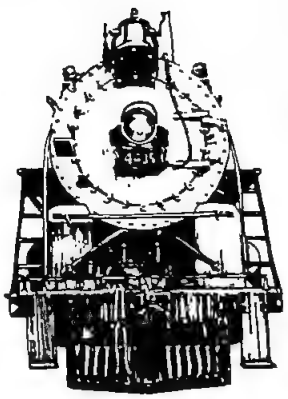

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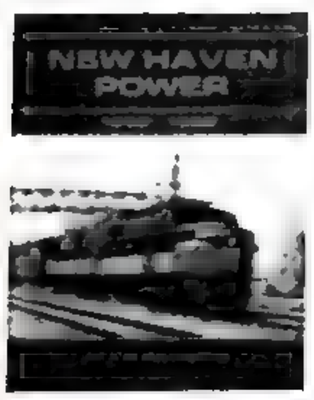

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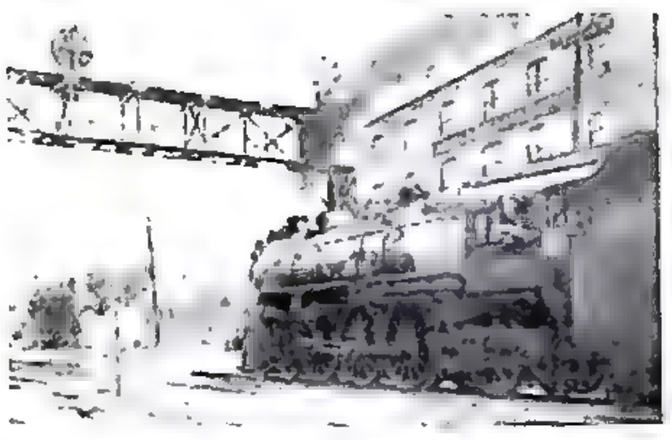
There's something for everyone in the "*Trains* 1989" color calendar from our friends in Milwaukee. It features excellent 10¾"×13½" images of an ex-GN F3 powering Chicago-Milwaukee Amtrak Train 325 in 1972; Detroit & Mackinac C425 1280 blasting through Michigan snowdrifts; Santa Fe PA 75 at night; two NYS&W C430s and a C420 getting a wash job; Seaboard Air Line's *Sunland* behind four E-units; UP, Frisco and SP power leading a UP hotshot near Green River, Wyoming; Rock Island FP7 404 at Amarillo, Texas, in 1960; N&W's 1218 and 611 in their famous side-by-side race up Christiansburg Mountain; an L&NW freight with F7s 44/45 and GP7 51; D&RGW K36s 480 and 488 along with K37 494 at Chama, N.M., in 1961; a Canadian Pacific GP35/RS18 combination rolling through brilliant Autumn foliage; a Dutch-door view of Amtrak's *San Francisco Zephyr* climbing toward Donner Pass and Central Vermont Consolidation 472 near Palmer, Mass., in 1954. Each monthly date block shows major holidays, and a comprehensive description of each photo is given. The 21½"×13¾" foldout calendar is printed on heavy, coated stock and sells for $8.95 plus $1.50 shipping ($3.00 shipping Canadian and foreign) from Kalmbach Publishing Co., 1027 North 7th St., Milwaukee, WI 53233.

Last but certainly not least this month we have "The Don Ball, Jr. 1989 Railroad Calendar," with its usual high quality photography and graphics. It folds out to 12"×23¾" vertically with 10¾"×10¾" color images of Reading T-1 2102 at Hampton, N.J., in 1972; KCS E6A 24 on the *Southern Belle* in Kansas City; D&H U23B 2312 at Saratoga, N.Y.; two CB&Q E8s at Chicago's 14th Street engine facility; NYC Niagara 6000 working a main line freight; Lamoille Valley RS3 7803 trundling through a Vermont forest; all five NYS&W C430s on one train; black and skirtless SP GS6 4460 racing up the California coast; Rio Grande Geeps on the Joint Line; NY&LB E8 4248 in 1979; Pennsy GG1 4877 in its "Big Red" colors on the Raritan River bridge; four Burlington Chinese red GP30s/GP20s kicking up the snow; and an A-B set of Rock Island F7s with the *Twin Star Rocket*. On the front cover is a Milwaukee Road SDL39 and SD7 at Bucyrus, N.D.

The photographs in "The Don Ball, Jr. 1989 Railroad Calendar" are by Walt Grosselfinger, Frank Tatnal and, of course, Don himself (the SDL39 and CB&Q GP30s are by Jim Boyd but were inadvertantly uncredited). They're beautifully reproduced on heavy, coated stock in this $9.95 calendar from W.W. Norton & Company, 500 Fifth Ave., New York, NY 10110.

Product Reviews

Now available from Pullman Silver Palace Service is the third in their continuing series of 10-inch railroad dinner plates—and is this one a beauty. It's a commemorative *California Zephyr* plate cast in fine vitreous china with the CZ Zephyrus figure in the middle and the words "Vista Dome California Zephyr / Burlington-Rio Grande-Western Pacific printed in black CZ lettering around the rim bordered in blue ceramic and platinum bands. This is not intended as a duplication of the actual *Cal Zephyr* dining car plates, which were merely a standard CB&Q pattern. At one time though, there was talk of designing special china for the CZ diner, and this plate is an attractive sample of what could have been. The *California Zephyr* commemorative plates sell for $39.95 each, plus $4.85 shipping, from Pullman Silver Palace Service, 1050 Verdemar Drive, Alameda, CA 94501.



This month, our selection of railroad prints runs the gamut of today's diverse rail art market, from popular and inexpensive production prints to higher priced limited editions. Since not all of our readers consider themselves art connoisseurs, the following

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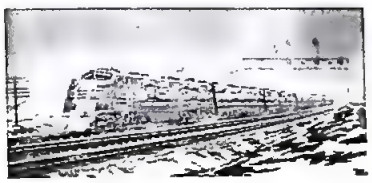
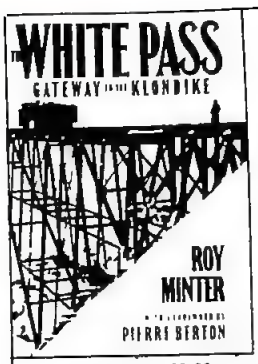
reviews [illegible] comparing prints from three d[illegible] price ranges. Each print is of excellen[illegible] but one may cost more than the oth[illegible], for example, it is signed by the artist, offered in limited quantity, reproduced with five or more colors or printed on fine art paper. Railroad artist Gil Reid's latest work, titled "Pennsy K2s 5107," should grab the attention of any Pennsy fan by shear weight of the subject matter. Unaware of any other paintings of the K2 and holding fond memories of the 4-6-2s which he saw at Richmond, Indiana, in 1935, Reid says "I thought the PRR fans might enjoy seeing this engine again." He chose to paint the 5107, an engine he rode several times from the Richmond passenger station to the roundhouse. The four-color 12⅜"×19¼" image is printed on 16"×22" heavy coated paper, with the 5107 viewed at a 3/4 angle from slightly behind the fireman's window (what Editor Boyd calls "the classic Don Wood shot of a Pennsy Pacific") as it cuts a grade crossing complete with typically-Pennsy signal bridge and lineside factory. "Pennsy K2s 5107" is a beautiful print and a bargain as well, at $9.95 plus $1.50 shipping from Gil Reid, P.O. Box 251, Brookfield, WI 53005.



A gleaming A-B-A set of Burlington E5s leads the westbound *California Zephyr* around Illinois' Naperville Curve on the new Robert West print from Rail Graphics South. West has been making quite an impression at recent art shows with his paintings which employ highly dramatic lighting, color and composition to seemingly set the trains in motion across the canvas. This latest release is offered as a 12¾"×27" color lithograph on 14"×28" enamel stock. The scene contains just enough snow for the *Cal Zephyr* to kick up in its wake, and the air is unmistakably cold as the E5s are giving off distinct exhaust heat with a deep blue sky overhead. The three main tracks and two signal bridges denote CB&Q's suburban route west of Chicago, and perhaps the most interesting detail of all is the presence of one of CB&Q's two prototype domes ahead of the standard CZ domes. Titled "The *California Zephyr*—The West Wind," West's print sells for $60.00 (Ga. res. add 5% tax) from Rail Graphics South, P.O. Box 87241, College Park, GA 30337.

More in the realm of fine collector's art are six limited edition lithographs from the Wentworth Folkins 1988 Fall Collection of steam locomotive paintings. They've been printed on uncoated, 100% rag, acid-free paper under strict quality standards in very limited quantities. Available for each painting are 575 signed and numbered editions, 55 artist's proofs and 20 publisher's proofs. Prices range from $140 to $240 for signed and numbered editions and from $168 to $288 for artist's proofs, depending on image size, which varies from 18½"×28¾" to 15¼"×21¼".

Folkins is a Canadian artist who studied the physique and environment of the steam locomotive under the guidance of his father, a railroader, during the "Golden Age" of steam. His skilled hand has created train vignettes in a fine art style with minute detailing comparable to the steam era portraitures of Phil Hastings. Titles in his 1988 Fall Collection include "Daily Event" and "The Winter of 1947," no doubt tailored for the Christmas season with their snow-covered country settings highlighting the subject matter of a CPR light Pacific and CNR Consolidation, respectively. "Winter in Saskatchewan" is another snowy piece, showing a CNR freight closing in on the station agent, who's holding up orders beneath a backdrop of grain elevators, flanked by another locomotive and its caboose in the siding. "The Railroad Children" and "Inglewood, Ontario, 1939" are summertime views of an 0-6-0 running cabhop past children waving from their backyard and a 2-8-0 easing its mixed train up to the depot platform. The essence of the steam era is really captured in Folkins' "Water Stop," in which a young boy sits back with his fishing pole to watch a 4-4-0 stopping for water at a rustic water tank isolated deep in the forest with a tall timber trestle looming in the mist beyond.



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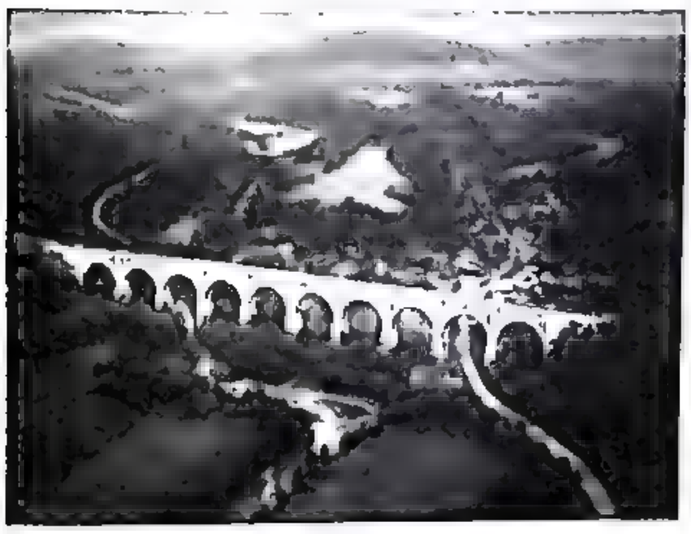

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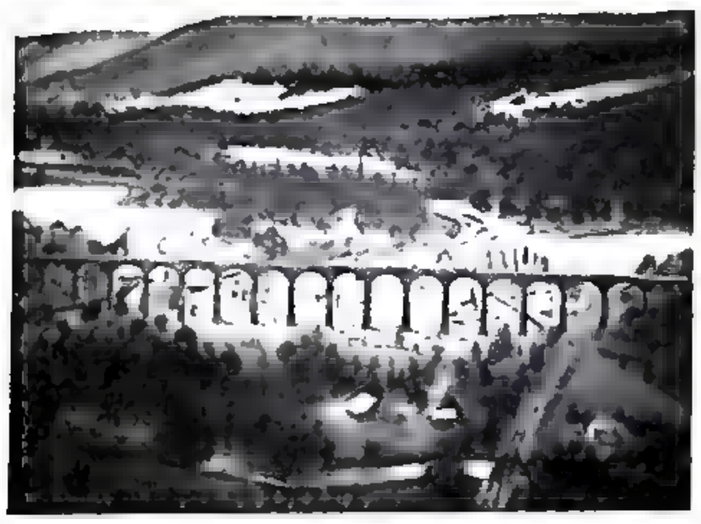

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These two scenes capture the magic of the structures and of the surrounding Susquehanna Valley in both lush green summertime and in the sunlight and shadows of a colorful Pennsylvania Indian Summer.

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All six of the Folkins prints are beautiful works of art. For more information and a full color catalog of the Folkins 1988 Fall Collection write to Whistle Stop Editions, 60 Bullock Drive, Markham, Ontario L3P 3P2, or phone them at 416/294-1104.

Audio Tape Review

1218 to Bluefield, by MenkelSounds, P.O. Box 195, Rutherford, NJ 07070; one hour stereo tape cassette; specify Dolby, DBX or normal. $9.50 postpaid by First Class mail (N.J. res. add 6% sales tax).

There is no steam locomotive that lends itself to an audio recording like an articulated. With two independent "engines" under one boiler, a simple articulated sounds like a perpetual doubleheader with one whistle. And thanks to Norfolk Southern's restoration of N&W Class A 2-6-6-4 1218, the past couple of years has probably seen at least a doubling of the total sound ever recorded on articulateds. Rambling all over the NS system, the 1218 has been more "available" to more observers than any other articulated in history, but nowhere has she sounded better than in her native hills on the N&W main line out of Roanoke. Though the grades between Roanoke and Bluefield were dominated by Y6 compound 2-8-8-2s rather than A's, the 1218 definitely looks at home on that distinctively N&W route.

And it is one of the few places where a passenger consist can tax this impressive engine to its working limits, producing sound that is worthy of recording. Dick and Doris Menkel have made many trips to the N&W since the 1218 came on the scene in the spring of 1987, and this excellent audio tape is the result of their efforts. It concentrates on the 1218 working hard at moderate speeds, where the unique sound character of the simple articulated is the most pronounced (the 1218 tends to deteriorate into slobbering chaos at high speed—very interesting in its own way, but hardly the stuff of an hour-long tape).

Working hard on the grades or starting her train, the 1218 puts on a very interesting show. The engine has a natural tendency to work in and out of "slip," and Menkel has captured numerous start-ups and pulling sequences where this is clearly heard. There are also a number of very spectacular wheel slips—one engine furiously breaking loose while the other continues to dig in with a steady slogging beat.

The whistle on the 1218 has its own character, as well, with a great echoing "hoot" punctuated by an occasional high-pitched breaking "chirp." You hear the whistle enough to be satisfying, but it does not intrude into every segment (a common complaint about many of the 1218 videotapes). In a few places, Menkel has caught the awesome quality of the N&W whistle as it seems to literally fill the valleys with sound.

The two sides of this tape differ somewhat in character. Side A has eleven tracks with numerous well-identified situations (starting at Shawsville, highballing up Blue Ridge, backing around the wye at Front Royal, etc.), while the 30-minute Side B is a series of cuts recorded between Roanoke and Bluefield all blended into one continuous segment, highlighted by the final assault into Bluefield itself. The recordings are of excellent quality, and the editing work is clean and professional. If you've ever wanted to *hear* what an articulated is all about, you won't do better than with this tape—J.B.

TRACTION PUBLICATIONS **Joe L. Diaz**

WHEN EASTERN MICHIGAN RODE THE RAILS, BOOK 3: DETROIT TO JACKSON, Interurbans Special 109, by Jack E. Schramm, William H. Henning and Richard R. Andrews is a 224-page 8½"×11" hardcover, the third volume in a fascinating series chronicling the history and operations of the vast Detroit United Railway system. Book 3 covers the corridor running westward from Detroit to Grand Rapids by way of Ann Arbor, Lansing, Battle Creek and Kalamazoo. Also included is the Ann Arbor city car operation with early scenes of the cars in service and an excellent map showing the interurban and steam road lines.

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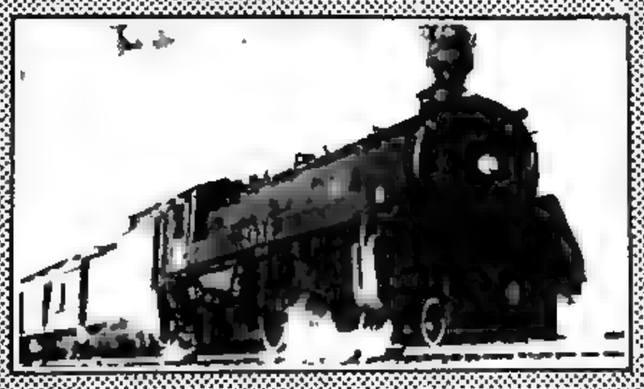

THE BOSTON MILLS PRESS

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This motive story is the result of enormous research by the authors and careful selection of rare, vintage photographs. The 325 black & white photos have intelligent caption material and generally good reproduction. Additionally, there are more than a dozen track diagrams and a detailed system roster of the interurban cars. One thing the book lacks, however, is a good system map of the interurbans; a stylized map is provided, but it's too small to be of much use. Throughout the book there are numerous reproductions of tickets, transfers, brochures, timetables and advertisements.

The authors have also given good attention to the Michigan Railway Company, a sizeable system toward the west that wasn't part of the DUR route, though it played an important role in the region's transportation scheme. A small section subtitled "Connecting with the Boats" looks at the extensive steamboat service available to the west across Lake Michigan. Also covered are the early motor bus operations. Finally, a section titled "Important Dates" briefly lists the significant railroad milestones in Michigan history.

This book is a valuable and satisfying addition to any traction fan's library, selling for $39.95 plus $2.00 shipping from Interurban Press, P.O. Box 6444, Glendale, CA 91205.

Book Reviews

Brooklyn's Waterfront Railways—A Pictorial Journey, by Jay Bendersky, published by Meatball Productions, P.O. Box 302, East Meadow, NY 11554; 64 8½"×11" horizontal pages, softcover, $22.50 postpaid (N.Y. res. add 8% tax).

Contemplate, if you will, railroading in New York City, or more precisely, within the confines of Brooklyn. All but the most East-Coast-conscious will probably think of Penn Station and Grand Central Terminal (sorry, both are in Manhattan, across the East River from Brooklyn), or of subways and electric commuter lines (fine, but where's the freight?). Yes, what about the freight? At the time of the industrial revolution of the early 1900s, the Pennsylvania Railroad's subterranean line through Penn Station to Long Island was too steeply graded and narrow to accommodate much of the growing freight traffic headed from the factories of Brooklyn west to the New Jersey shore. The most direct route was, and still is, across Upper New York Bay. That simple geographic fact led most of the area's Class 1 carriers to build yards in Brooklyn, using either a connection with the Long Island Railroad or transbay car floats to move goods out of the city.

Jay Bendersky's *Brooklyn's Waterfront Railways—A Pictorial Journey* does an excellent job of showing how and why the Class 1 roads and various short lines did a prosperous business switching the car floats and dockside factories. Photographic coverage from the 1930s to the present (120 color photos, 25 black & white) documents this obscure slice of American railroading. Against the Manhattan skyline of 1962, B&O coal hoppers are shown riding the Brooklyn Eastern District Terminal barge across the bay to the Brooklyn Navy Yard, while a similar view in 1980 shows BEDT Alco S1 No.25 working the Kent Avenue float bridges. There are static and action shots of Bush Terminal 0-4-0T No.4, New York Dock Company steeplecab electric the *Brooklyn*, Jay Street Connecting Railroad's Vulcan Iron Works 60-tonner 7511, Lackawanna GE motor 4001, BEDT 0-6-0Ts, New York Cross Harbor Railroad NW2 59, South Brooklyn Railway 50-tonner N2, Pennsylvania Class A-6 boxcab diesel 3905 and much more.

A few of the older color photos seem faded, but for having been taken in the 1950s, they're worth every bit of the reproduction expense. Bendersky has included very informative captions, and his main text is the product of considerable research, personal insight and a good dose of humor. Three chapters cover the growth years of Brooklyn's waterfront trains, their decline during the

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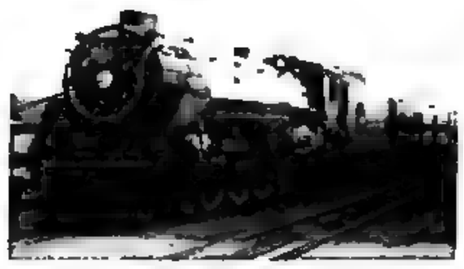

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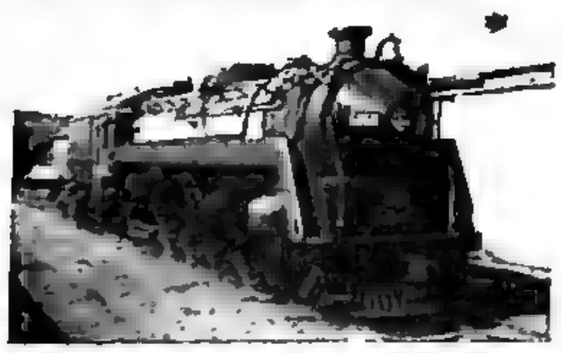

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'60s and '70s when trucking and containerization boomed and industries moved into the suburbs, and the present status of survivors NYCH and SBK. Also included are maps of the Union Freight Terminals in New York Harbor in 1964 and SBK's system between 39th Street and Coney Island, along with the SBK car clearance chart from 1955 and a full-page five-color map of the entire New York Harbor/Brooklyn Waterfront railway scene as of 1943.

In closing his foreword, author Bendersky suggests we "share a Dr. Brown's, or an egg cream if you'd like, and together we will savor the memories of almost one hundred years of railroading on the Brooklyn shore." His book is indeed the vehicle for such a nostalgic trip through the decades of waterborne train travel 'neath the spires and smokestacks of Gotham—B.K.

Baja California Railways, by John A. Kirchner, published by Golden West Books, P.O. Box 80250, San Marino, CA 91108, 350 5½"×8¾" pages, hardcover, $29.95.

The railroads of Mexico have often held a fascination for U.S. railfans. For there, in a foreign land, is American railroading with a pinch of Latin flavor. When most U.S. railroads were long on their way to equipment standardization, Baja California operations (just south of the border from the U.S. state with a similar name) were ably working with a combination of both new and hand-me-down locomotives and cars, and doing quite well with them.

As shown in this diverse book, at one time or another the visitor could find such fascinating equipment as an A-B set of ex-Northern Pacific FTs, a former Tonopah & Tidewater gas-electric, an 0-4-0T saddle-tanker strangely paired with a standard switcher tender, Alco FAs and RS11s on passenger trains and, as if those weren't enough, a 1950s Pontiac station wagon hirailer. Some of the topics included in this book's ten chapters are the story of the wandering main line of the San Diego & Arizona Eastern (which dipped into Mexico for a distance as the Tijuana & Tecate while on its way east to El Centro), Southern Pacific 4-8-4s and Cab-Forwards taking advantage of an all-Mexico shortcut between El Centro and Yuma, plus a variety of standard and narrow gauge industrial operations. Each topic is illustrated with appropriate photos which are very well reproduced, although the small 5½"×8¾" page size keeps the book from being a true "pictorial." Excellent maps throughout the book will keep the geography well oriented for the reader. The text in each chapter is supported with extensive research, documented in copious footnotes.

Chronicling the history and current status of railroads south of the border is not a new task for author Kirchner, who is Associate Professor of Geography & Transportation at California State University, Los Angeles. He speaks Spanish fluently and has collectively spent many years researching, documenting and writing about a variety of Central and South American subjects.

Nicely illustrated with a pleasant mixture of historical and current photographs, *Baja California Railroads* offers unexpected and entertaining material for steam fans, historians and even diesel enthusiasts—DAVID C. LUSTIG.

Videos

BY MIKE DEL VECCHIO

New Arrivals

Two significant new releases are being offered by Pentrex, P.O. Box 94911, Pasadena, CA 91109. "Missouri Kansas Texas" is a look at this regional favorite only weeks before its takeover by Union Pacific. The motive power is predominantly "Katy," and the weather is sunny as the trains swiftly move across the Texas and Oklahoma scenery. 60 minutes, $49.95.

The second new release from Pentrex, "Arkansas & Missouri," gives an "up close and personal" look at the A&M. Popular with the railfans, the A&M still boasts an all-Alco roster and the hilly contour of the Ozark Mountains insure a good workout for the C420s, T6s and the queen-of-the-fleet RS1. Footage is both in-cab and runbys, and the locomotives are predominantly in the A&M's

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wine red paint scheme. Both new releases live up to Pentrex's fine quality standards. "Arkansas & Missouri" runs 60 minutes, $49.95.

"Diesels Along the Mohawk & Hudson," from JMJ Productions, P.O. Box 4449, Hollywood, FL 33083, offers some fine vintage footage of New York Central steam and first generation diesel action along the Hudson River in New York State. The vintage footage is followed by contemporary video of Metro-North and Amtrak FL9s and commuter action on the ex-NYC main line and Conrail freights on the West Shore of the Hudson River. This is followed by Conrail and Amtrak on the former NYC main line between Albany and Buffalo along the Mohawk River. 62 minutes, $49.00.

"Norfolk Southern 1987-1988" by Mason Dixon Productions, 11701 Caverly Avenue, Beltsville, MD 20705, is a chronology of N&W 2-6-6-4 1218's career from its April 1987 restoration to the four-day excursion to Chicago in June 1988. Footage includes the 1987 inaugural runs, various outings in 1987 and 1988, and the 1987 NRHS Convention with N&W 4-8-4 611. The video is broadcast quality, and this program features fast paced edited montages of action scenes at the beginning and end of the program. 90 minutes, $39.95.

"Memories, Tape Two" is the second in a series of tapes produced by the Hawk Mountain Railway Historical Society, P.O. Box 1182, Allentown, PA 18105, featuring vintage movie footage shot by its members. This volume, subtitled "Alcos," looks at the Alco power used by the Anthracite Roads of eastern Pennsylvania just before and the very beginning of Conrail. Many of the favorite railfan spots are shown: "R" tower, Catasaqua, Lehighton and LV's Sayre shops featuring such "burblage" as Lehigh Valley RS3s, C420s and those big-footed C628s in both white and red. Other Alcs include D&H C628s and RS3s, L&HR C420s, Lehigh & New England FAs (from 1961) and more. The transfer from original 8mm movies is not bad, and most of the sound is live with some musical background. 60 minutes, $44.95 (Pa. res. add 6% sales tax).

"Great Model Railroads, Volume 2" is the second tape in this series from Hopewell Productions, 1714 Boardman-Poland Road #15, Poland, OH 44514, looking at well done model railroads. The Hopewell crews produce some of the finest "railfan" video tapes in the business, and they use this approach while taping the model railroads. While Volume 1 looked at RPI's NEB&W in Troy, N.Y., Volume 2 examines the HO Franklin & South Manchester of George Selios (owner of Fine Scale Miniatures). This layout is a pinnacle of detailing and weathering, set during the 1930s in a large New England city. Hopewell's "chip camera" rides the HO-gauge rails as a railfan would the cab of a locomotive. Real sound synchronized to the action adds an impressive air of realism to the models. George gives a few modeling tips and reveals a few secrets. 60 minutes, $39.95 plus $2.50 shipping and handling.

Feature Reviews

"Norfolk & Western Class A 1218," produced by Video Rails, P.O. Box 80001, San Diego, CA 92138; 800/262-2776 or 619/582-0303. VHS or Beta, 60 minutes, $49.95.

This tape of the mighty 1218 was well worth waiting for. From its flawless opening graphics to the in-depth coverage of mechanical features of the 2-6-6-4 and impressive action shots, the topic is covered professionally and in magnificent detail.

The historical background of the 1218 is traced through the insertion of some truly excellent vintage film showing actual erection and construction scenes in the Roanoke Shops, as well as the interior of the famous "Lubritorium" at the Shaffer's Crossing Roundhouse. Well-preserved color shots show lots of lineside action in the '50s heydays of N&W steam and provide a preview of the trills to come.

Next are scenes of the 1218's reconstruction, showing significant details and events as they occurred at the Birmingham, Alabama, steam shops. The excellent narration by Don Harris, assisted by NS steam personnel, explains the workings and features of the locomotive. Then the 1218 is christened by Chairman Robert Claytor, and we're off and running.

The viewer is treated not only to superb photography of an exciting subject, but to gorgeous mountain backdrops and the rolling hills of Georgia, Alabama and the Carolinas. The big "A" performs flawlessly, and certainly never looked better.

The photography, video translation and narration are truly exceptional from beginning to end. The coverage includes descriptions of the operating controls and procedures by fireman Dwight Browning and by engineman Bob Saxton, which adds a human touch to the show.

Coverage of the trips is complete, ranging from the first excursions out of Roanoke pulling 25 passenger cars up Christiansburg Hill

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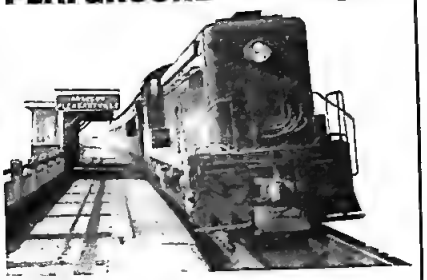

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to the now-famous side-by-side and double-heading scenes with the 611. Talk about a spectacular show—smoke plumes billowing and the whistles howling and hooting gives the excitement of the Fourth of July. The runs are made over a wide-ranging series of itineraries, covering major portions of both former N&W and Southern trackage.

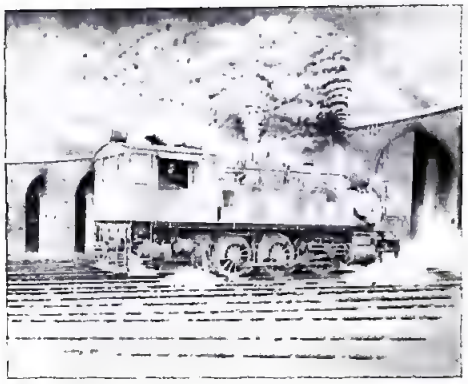
Throughout the story we see Bill Lambert's crew's skillful aerial, pacing and runby shots with rock-steady camera work, no "trick lens" shots and excellent audio reproduction. The tape is a truly professional work, and co-director Bill Swetin deserves a special hand for his adept handling of the many technical details which make it so. Chalk up another first-rate hit for Video Rails—AL DI CENSO.

"Of Men and Machines, The Story of Spencer Shops," produced by the North Carolina Transportation Museum, available from Historic Spencer Shops, P.O. Box 44, Spencer, N.C., 28159; 704/636-2889. VHS, Beta or 8mm videocassette, VISA or MasterCard accepted. 45 minutes, $49.95 plus $2.50 shipping and handling.

In the mid to late 1970s the Southern Railway had announced it would be demolishing their once premier but now abandoned steam shops at Spencer, North Carolina. The civic pride in Spencer runs high, and a few locals began campaigning to save the historic buildings of the Spencer shop complex and develop a state transportation museum. The idea caught on, and in this program Conrail CEO L. Stanley Crane and Norfolk Southern CEO Arnold P. McKinnon make a side by side cameo appearance explaining the donation of Spencer to the State of North Carolina in 1979. The end result is now known as Historic Spencer Shops. Professionally produced by the museum is this wonderful video record of their progress thus far.

The story told in "Of Men and Machines . . ." is a complete one depicting transportation in North Carolina from the 1700s with the use of still photos, maps and vintage movie footage of Southern Railway steam from the early 1900s. It was John Mottley Moorehead who promoted rail transportation in North Carolina before the Civil War, calling its branches "the tree of life." After that war, the Southern Railway, lead by J.P. Morgan, chose Spencer as the site of an important steam locomotive shop. Spencer Shops was born in 1896, "literally created from Rowan County farmland," explains the

It is a below zero, misty morning in 1954 at the 48-stall Shoreham roundhouse in Minneapolis. This Centennial limited edition print by illustrator Philip Sularz depicts an awakened Soo Line 0-6-0T X-90 as she prepares to do battle against the biter Minnesota cold and groaning iron. The escaping exhaust and heavy flange squeal noisily demonstrate the X-90's active role in work service at Shoreham shops. But it is late and her future has few tomorrows. Limited edition prints are available in two sizes. 14" x17" - $15.00 ea. and 17" x20" - $25.00 ea. with a clear margin. Prints are signed, numbered, titled (Winter Goal) and printed on 65 lb. Navajo Cover. Prints are mailed in a sturdy tube with history sheet. Please include $2.00 for postage and handling. Make check or money order to:



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What follows is more vintage Southern Railway movie footage and a well done re-enactment (using 2-8-0 604 from the museum) of people at a 1920s era passenger depot as the steam train arrives. There is also a look at one of the commentators explaining the basics of railroading to a group of elementary school kids riding the train. As most viewers would expect, this program shows what the museum has to offer, and there is good action footage of the museum's ex-BC&G 2-8-0 dressed up as Southern Railway 604, which runs an excursion consist around the shop trackage as guides on the train point out key spots in the complex.

But equally as interesting are the people. Intermixed with Spencer heyday still photos, retired railroaders guide the viewer throughout the shops, recalling their times as Spencer employees in the glory years. Friendships are remembered, experiences are offered and knowledge is shared with the "Friends of Spencer," a group of both young and old volunteers who help keep the equipment running. The anecdotes are quite informative and amusing. The wives also get together for a short chat of what life around Spencer was like while the husbands worked on the railroad.

The Spencer Shops is North Carolina's Transportation Museum featuring all facets of transportation. One video re-enactment portrays a 1920s-era motorist being pulled over for speeding with a similar era police car; both the automobiles and the police uniform are from the museum, and the overall effect is what museum "preservation" is all about.

My compliments to Historic Spencer Shops for being able to release such a fine program. Only a handful of commercial rail-fan video producers can equal its video quality. The narration is excellent, and the entire production is very well organized and thought out. This program as is could easily be shown on public television. "Of Men and Machines . . ." is a very good tape for the price, and the proceeds will support a worthy operating museum—M.D.

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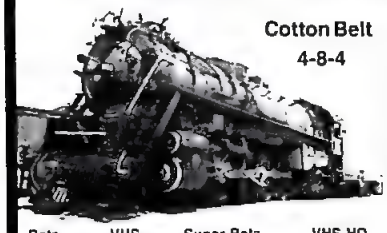

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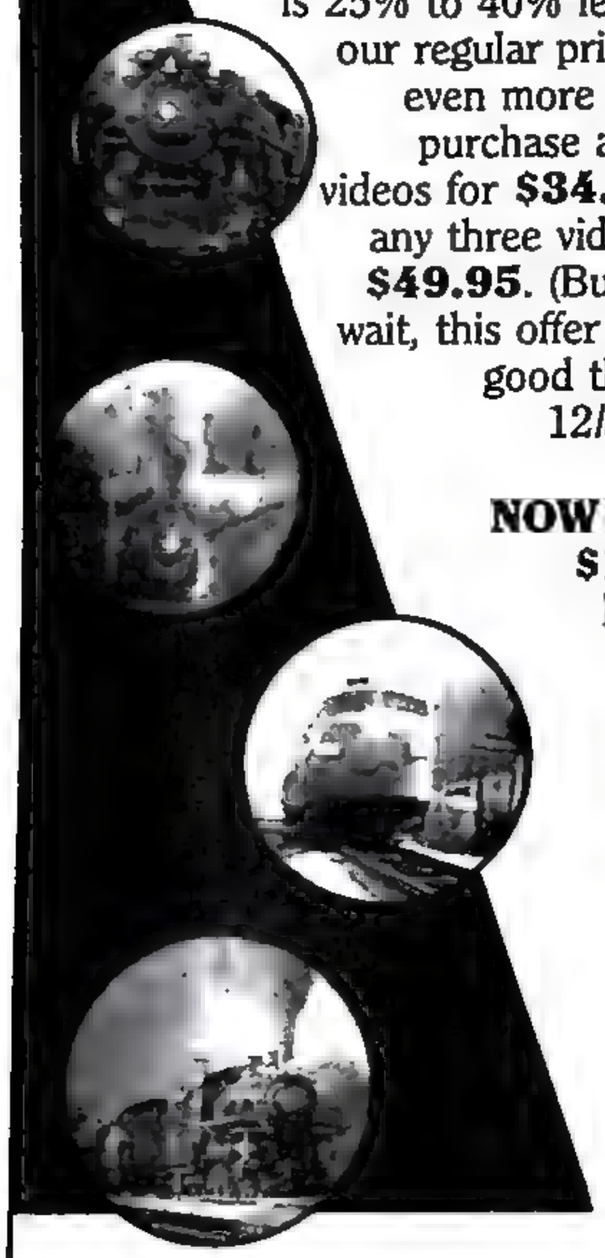

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BY JIM BOYD

Opportunity and Bracketing

I have often said that you only get as much out of a railfan trip as you are willing to put into it. This is particularly true of fantrips and organized "railfan weekends" at museums and tourist railroads. You have to hustle to get good photos at steam trip run-bys amid a mob of 500 people lined up trackside—but it can usually be done with a little ingenuity. Mike Del Vecchio, Bruce Kelly and I visited the East Broad Top Autumn Railfan Spectacular in Orbisonia, Pennsylvania, on October 8, and the experience brought a few things to mind.

The quest of the railfan photographer during these events is generally to capture a "timeless" image devoid of modern automobiles, contrived consists or geeks walking about with cameras around their necks (while being one of the latter yourself). It takes a sharp eye, some creative thinking and patience—plus a reasonable dose of luck—to get worthwhile photos. Sometimes you just have to be patient. At one point on the EBT weekend, they had an engine tied to the freight consist alongside the shop; dead hoppers in the yard blocked off the tourist flat at the end of the consist, and passenger cars on an adjacent track blocked off the automobiles in the parking lot. I must have waited in the perfect spot for nearly 15 minutes for the "tourists" to get out of the scene, for the sun to come out and for the smoke to swirl pleasingly. But patience paid off, and the final shot is a beauty. Incidentally, unless it's a fleeting once-in-a-lifetime shot, I prefer wait for the people to move or to ask them *politely* to step aside rather than shouting "Hey you, out of the way!" (Yeah, I know; upon occasion I have shouted like a jerk, too.)

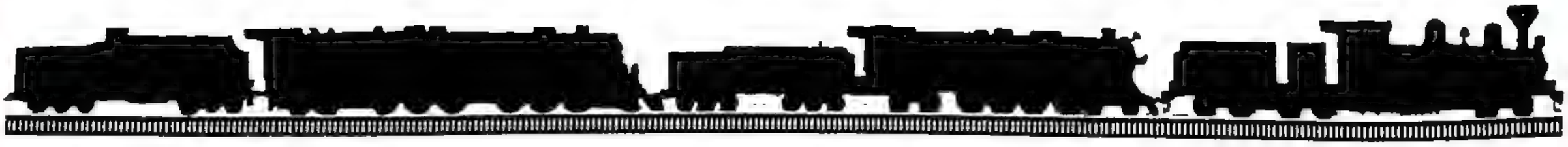
One of the secrets of getting good results is being selective about what you shoot. At EBT this year they had no less than four engines under steam and running plus the M-1 doodlebug and their little "cow and calf" diesel set. Three of the engines were very recently outshopped and as a result were unusually clean. The fresh silver trim and polished boiler bands made the engines look more artificial than usual, and even the freight consist lacked its customary potential for timeless images. The best looking engine (because it has no boiler bands to polish) was the big No.17, which tended to get most of my attention. While most of the crowd was up at the depot with one of the passenger trains, I got a fine sequence of the 17 being serviced at the coal ramp. You will often get your best photos "behind the scenes" or at the beginning and end of the day when the locomotives are being readied for service or settled down for the night. This is true of both museum events and main line fantrips.

And night is a great way to get rid of unwanted modern surroundings. For example, the ash pit by the turntable at Orbisonia has a parking lot right next to it, and during the day Tempos, Toyotas and Chevy vans foul up a 1952 image. But at night, you simply keep them in the dark (and there are far fewer vehicles in the lot after everybody heads home). This year we got some excellent shots of the last engine being put to bed on Saturday night, using both natural light and open flash.

As we were completing one set-up at the ash pit, I noticed that Kelly was absent. When he showed up a little while later, I asked where he had been. "While you guys had the crowd occupied, I took advantage of the situation to get some angles in the roundhouse and the 'Phil Hastings shot' of the engines through the roundhouse windows."

When that last engine was put away, most of the "die hard" group departed while the rest of us moved into the open roundhouse. We had four live Mikados and a dead one to work with—all native engines in their original home shop. "Timeless" was definitely the word. The place was just dripping with 1950s atmosphere.

The roundhouse was lighted with a mix of incandescent fixtures and modern fluorescent work lights (this was, after all, still a *functioning* enginehouse). The lighting was



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interesting and fairly even, making black & white work very easy. But how would it look in color? With all night to experiment, we decided to give it a try.

But where do you start? You could go nuts trying to figure out the color balance of the lighting mix, so I decided to just stick with the daylight Kodachrome 64 and see where it went. How about exposures? There were bright lights and dark shadows, some blowing steam and black boilers. Mike Del Vecchio was getting a light meter reading inside the building around one second at f4 for ASA 100. Based on past experience with night photos, I would have guessed the available light at somewhere around 15 seconds at f4 for K64.

F-stops and shutter speeds work in "doubles." Each numbered f-stop is double or half the stop on either side of it (f5.6 passes half as much light as f4 and twice as much as f8). Your shutter speeds will also work in increments of "double." Your camera will probably go 1/60th, 1/125th, 1/250th and 1/500th of a second for its shutter speeds. Each of these "doubles" in f-stop, shutter speed or film speed is known as a "stop."

Working in dim light situations like the EBT roundhouse, if you have a light meter but can't get a reading at one second (usually the longest exposure a built-in meter will register) at your widest aperture, try boosting up the film speed setting on the meter. Instead of ASA 64, move the meter setting up three stops (from ASA 64 to 125 is one stop, 125 to 250 is two stops and 250 to 500 is three stops). Keep doubling the film speed until you get a reading and then double the exposure time for each "stop" you had to go.

Exposure, however, isn't quite that simple. Daylight color films are designed for predictable reaction on "short" exposures, usually under one second. As you lengthen the exposure time, "reciprocity" makes each doubling a little less effective; thus, time exposures invariably need to be longer than the meter indicates.

Since I was completely in the dark (pun intended) about the exposure in the roundhouse, how could I ensure that I would come away with at least one proper exposure from each set-up? The answer is called "bracketing." It is a standard practice used by professionals for non-action photos that can be repeated without the subject moving. To "bracket" is to take a series of photos, changing the exposure with each shot. If you're shooting outdoors in fairly normal light at a meter reading that calls for, say, 1/125th at f5.6, you might bracket one stop in each direction by keeping the shutter speed the same and shooting one at f5.6, one at f8 and one at f4. If you want to be really precise, work one-half stop in each direction.

Back at my darkened Orbisonia roundhouse, I set up for Kelly's "Phil Hastings shot" of the face of No.12 as seen from outside the window. The bottom sash was open, with only a coarse screen to shoot through; the dirty upper panes glowed like a cathedral's stained glass (see color photo on page 81). The smokebox front was lighted by an incandescent light off to one side, and it was a scene with great depth created by brighter light behind the engine.

Using Mike's one second at f4 for ASA 100 as a starter, I compensated for the remote possibility of an overexposure by using that setting for my ASA 64. My bracketing kept the f4 and went one second, two seconds, four seconds, eight seconds, 16 seconds, 30 seconds and one minute. When bracketing, remember to *double* each time; don't go one second, two seconds, three seconds, four seconds, five seconds, and so on.

Surprisingly, while the images went from rather dark to somewhat overexposed, nearly all the exposures were projectable and could have been acceptable as varying "mood" shots. That one second at f4 wasn't too far off but was on the dark side. Of course, there were two or three right in the middle that were essentially perfect. The one used on page 81 was probably about 16 seconds, though the eight second shot was nearly as good. Working in the dark, I didn't bother to keep a log book of exposures, and my "16 seconds" was guessed by counting "one-thousand-one, one-thousand-two, one-thousand-three, etc." Since you are guessing anyhow, precise measurement is not really necessary. Only if you are working in a situation where you know you can return after the film is processed, is it necessary for scientific precision and record keeping (such as a studio set-up or professional industrial job—or a local engine facility where you want to learn the correct exposure for future visits).

And what of the color rendition? The mix of light rendered a "root beer" palette to the overall scene which was quite pleasing for the black, brass and wood elements in the photo. The fluorescents added a greenish tinge where they were dominant, which added a sense of depth to the picture. Interestingly, the fluorescent green became more and more noticeable as the exposures got longer and the scenes became brighter.

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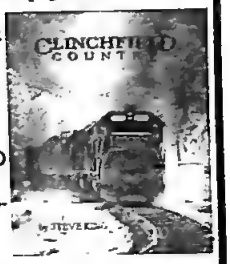

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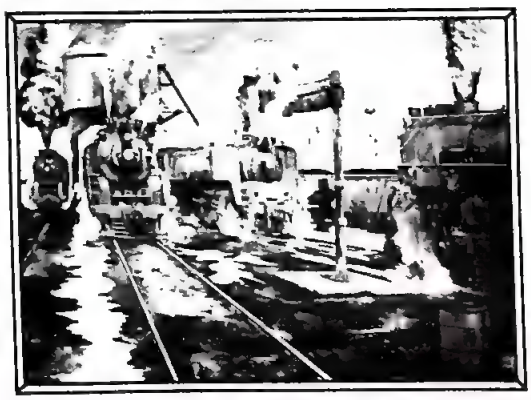

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We shot two different engines from the outside through the windows, lining up about three different angles on each engine. I tried a couple of shots throwing flash through an adjacent window, but at f4 with the big No.2 flashbulbs I was too close and generally overexposed; Mike's hand-held strobe would have been much better. Then we went inside and got more "faces" lined up in the stalls and played around with other angles. In a couple of the shots where the smokeboxes were in total shadow, we used Mike's strobe to subtly "open up" the faces with very nice results. Bracketing five or six exposures on each shot, I used up two 36-exposure rolls in the roundhouse and came away with about eight publication-quality color images. Add to that seven or eight of the flash shots taken earlier, and it turned out to be a very productive evening with far more "timeless" photos that the day's formal activities had produced.

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PHOTO: DOROTHY WORTH (MOM)

Don Wirth

The author of our feature on the Frisco 1500s is a resident of Crestwood, Mo., and a supervisor for Sunnen Products Co. of St. Louis. Don Wirth is also a charter member, director and vice president of the St. Louis Steam Train Association, which restored and now operates 4-8-2 1522.

Don, now age 48, was born into a "Frisco family." His father, John Wirth, was an engineer on the Frisco's Rolla Subdivision out of St. Louis and had 47 years in engine service in 1964 when he was killed in an auto accident. Don's uncle, Joe Wirth, and brother-in-law, Ed Wofford, were also Frisco engineers. His father thoroughly enjoyed running steam locomotives and always had a fondness for the 1500s. His enthusiasm was passed along to Don who, even as a three-year-old, would nag his mother to "take him to watch Dad come up the hill" (through Webster Groves, Mo.). His interest was nurtured through many trips to the Frisco's Lindenwood (St. Louis) roundhouse with his father, followed by the inevitable scoldings from his mother for coming home filthy from climbing on the engines. As he grew older, frequent rides in the cab with his father made the addiction to steam engines permanent.

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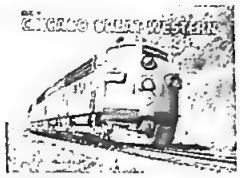

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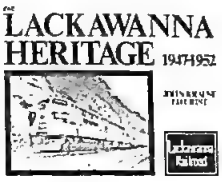

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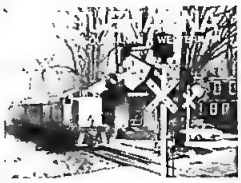

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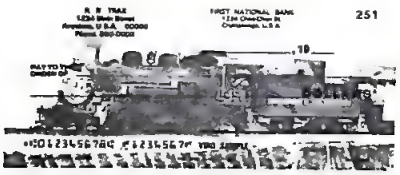

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ful tragedy of dieselization, Don turned to collecting negatives and photos of steam era Frisco and modeling Frisco steam in HO gauge, both of which he is still actively pursuing. The feature article in this issue on the 1500s was put together from material gathered and research done by Don for a book he is working on about Frisco steam power.

In 1959 he had taken the tests and physical on both the Frisco and Missouri Pacific and was waiting to be hired as a fireman. At this same time, both roads started cutting back, so his possible career in engine service went down the tubes. Being of draft age and classified 1A, good jobs weren't too plentiful, so in 1962 he joined the Army. Working in army aviation, he was sent to Germany for two years and spent idle time there chasing steam locomotives. He has been with Sunset Products since his release from the Army in January 1966 and has worked through the shop as a machinist and toolmaker and has been a supervisor since 1980.

He married his high school sweetheart, Rosemary, in 1962, and they have three daughters: Donna, 25; Kathy, 21, and Mindy, 16. Despite the house full of females (and two female dogs), his enthusiasm for steam engines hasn't waned.

He had never joined any serious railroad group until the 1522 project. The lure of seeing her in steam again was too much to resist, so even though "fat, over forty and losing hair," it was time to rekindle ancient memories. The end result has far exceeded his expectations.

FATHER AND SON: present-day Don Wirth (right) and father John G. Wirth, (above) strike similar poses 43 years apart. At age four (page 36), Don was already "just like Dad."

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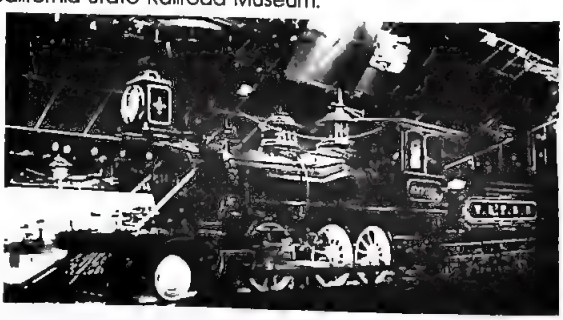

Richard Forest, Esq.

The author of the article in this issue on the private car convention is an attorney with offices in Waldwick and Island Heights, New Jersey. Richard Forest has been practicing law for 17 years and now specializes in general matrimonial law and trial work, together with handling the many legal problems of landlords. He is a widower with three children; two are college students and one a medical student.

Richard's railroad interest goes back to infancy, and he is of opinion that it is a genetic defect, as his mother says that, as a baby, he would cry when it was time to get off the train. He grew up in Red Bank, N.J., on the New York & Long Branch and was thus treated to the K4s of the PRR in his teen years; his love of steam continues unabated by time. After high school, Richard entered the service of the PRR as a tower operator and continued with the PRR (and then PC) in tower, train director and train dispatcher service on a full time basis until 1971, when he entered the practice of law. It was only after going to work on the railroad that Richard decided to pursue a career in law, and he graduated from college in 1966 and law school in 1971—second trick and relief duties permitted the mix of railroading and studies.

After entering the legal profession, he continued his railroad service on a part-time basis until the coming of Amtrak's takeover of the Northeast Corridor in 1976; Amtrak's policies precluded part time employment. Richard advises that railroad service was the happiest professional experience of his life, and of the railroaders with whom he worked, he says: "My impression, confirmed by many years of railroading and practicing law, is that I worked with an especially sharp, professional and dedicated group while in railroad service, and I have not met any group their equal since leaving railroad service."

Richard's participation in the hobby has increased as his children have grown, since their needs precluded much time for anything else when they were young. Now he is a member of the American Association of Private Railroad Car Owners and the Tri-State, New York and Jersey Central Chapters of the NRHS; he is first vice president and alternate national director of the Jersey Central Chapter. His primary interests in the hobby are steam and passenger trains, especially first class rail travel and private car travel. He has traveled extensively in this country, Canada and Europe in pursuit of passenger travel. Richard was recently elected as chairman of the board of Pullman Classics, Inc., a corporation which now is the owner of the ex-*Broadway Limited* observation *Mountain View*. He has traveled coast to coast (and many other trips) on PV *Lehigh Valley 353* and was along on the "Canadian Explorer" private train that toured western Canada in 1987. Now he says that "Going by Private Car is travel; everything else is transportation."

Richard's photos have been seen in R&R and *Railpace* magazines, and he has written articles for *Railpace* on a *Lehigh Valley 353* PV trip to Montreal and on the last mixed trains run on Newfoundland out of Saint Johns by the CN. He videotapes and photographs extensively and has given numerous presentations for railfan groups.

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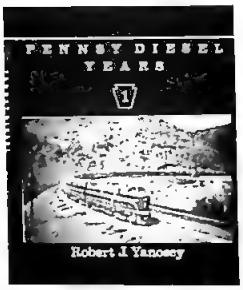

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Transit Currents

Keokuk's Dam Trolleys:

The weekend of August 27-28, 1988, saw a celebration featuring two trolley cars operating in Keokuk, Iowa, for the first time in 60 years. The reason for the event was the 75th anniversary of the opening of the Keokuk Hydro-Electric Power House & Dam. To make as much as possible out of the event, the Chamber of Commerce arranged to borrow two reproductions of 1901 vintage streetcars from Gomaco Industries of Ida Grove, Iowa. Gomaco built the replicas (one diesel powered and one electric powered) for the National Park Service for use in Lowell, Massachusetts.

The celebration focused on how hydroelectric power benefits society through production of electricity with a minimum of environmental impact, and the trolleys demonstrated how pollution-free electricity can be used to provide public transportation. The self-propelled diesel car offered round-trip service across the Mississippi River on the half-mile-long Keokuk Municipal Railroad Bridge. This was the same route last used by trolleys in 1928. The electric car provided service from the power house across the 1913 dam to the Illinois shore. The utility maintains an electrified railway across the dam and utilizes a small outhouse-on-a-flatcar freight motor to handle its own materials and maintenance "stuff" from trucks on the Illinois side to the Iowa-side power house.

Open cars revisited

One of the great pleasures of summer in times gone by (in most places before 1920) was a ride on an open streetcar. Too many years ago, yours truly enjoyed the pleasures of the Fairmount Park Trolley and the wonders of the Five Mile Beach Electric Railway Company in Wildwood, New Jersey. Recently, Don Scott, A.D. Young and David Neubauer visited Keokuk to ride open cars across the dam and the tracks of the Keokuk Junction Railway across the rail bridge that parallels the dam.

This may have been a record in a sense for Don Scott. In six weeks he had ridden on open cars at Lowell, Massachusets; Kennebunkport, Maine; East Haven and Warehouse Point, Connecticut; Brookins, at Olmstead Falls in Ohio; the Old Threshers Midwest Electric Railway at Mount Pleasant, Iowa; and the commemorative weekend at Keokuk. Don notes that car 1977, which was operating on the Keokuk railway, has its own self-contained diesel engine to power the traction motors.

Can anyone else beat Don Scott on open car riding in such a short time period within the last 50 years?

MARC of success

Commuter rail transportation is a real growth industry in the United States. This is certainly true with the Maryland Rail Commuter (MARC) service on two routes between Baltimore and Washington and a third route between Washington and Brunswick, Maryland. In 1984, the MARC trains were carrying an average of about 6000 commuters a day on the three lines.

Passenger growth continued, and by March 1987, after some refurbishment of older equipment and the purchase of some new cars, the MARC trains were carrying 8700 passengers a day. By March 1988 the total was up to 9400 on an average day. Crowding and jam-ups on the cars are one result of the success. MARC parking lots are jammed, as well. For example, at Laurel, on the B&O line, there are 344 passengers boarding the train each day but room for only 200 automobiles; on the Amtrak line at Bowie there are 147 daily passengers and parking space for 80 automobiles. The same lack of parking is present on the service through Montgomery and Frederick counties to Brunswick. Parking lot enlargement is to be undertaken as funds become available.

MARC is also moving to construct some more stations. MARC service using the old B&O line from Baltimore's Camden Station will see new stations constructed at Relay, Annapolis Junction, South Laurel and Greenbelt. The station at Bowie, on the Amtrak (former Pennsylvania Railroad) Northeast Corridor line, is to be moved from its current location on Route 197 to a new site on Jericho Park Road, where there is more room for expansion. The Seabrook station on the Amtrak line is also being rebuilt.

Thanks to Marion J. Zych, Jr. for the news.

Pittsburgh: Penn Station Spur

June 15, 1988, saw the beginnings of a shuttle operation from the Steel Plaza Station to Penn Station in the Pittsburgh light rail subway. One light rail vehicle operates on ten minute intervals, shuttling back and forth along the half mile spur from 6:30 a.m. to 6:30 p.m. on weekdays, 9:00 a.m. to 6:00 p.m. on Saturdays and 10:00 a.m. to 6:00 p.m. on Sundays and holidays. Thanks to *Trolley Fare* for the information.

Spadina LRT moves ahead

The proposed link of the Harbourfront light rail line on Queens Quay north to the Bloor-Danforth Subway has been approved by the Toronto Metro Council. The extension up Spadina Street became controversial when businesses along the route objected to the proposed right-of-way in the middle of the wide street that would have held the tracks. Another hurdle that remains is the environmental assessment which will examine the impact of the LRT on the community, traffic and parking. A key purpose for the line is to link the railway lands now being developed to the north of Queens Quay, most notably the site of a stadium under construction for the Toronto Blue Jays baseball team.

The opening of the Spadina LRT is not expected to take place until about 1995, while the Harbourfront LRT is expected to be completed early in 1990. A new underground pedestrian passageway is planned to run from

BY GEORGE M. SMERK

A Celebration in 1988

the Bay and Queens Quay Station to the Harbour Castle Hotel. The hotel is paying for a portion of the costs.

Toronto rediscovered its lakefront only recently, and the boom in construction demands that the area along Queens Quay be tied in with the transit system. The Harbourfront line starts underground at Union Station, connecting with the Yonge/Spadina subway and GO Transit commuter rail service. The Spadina LRT will tie in with all the east-west streetcar lines and the subway at Bloor Street.

Brake problems in Pittsburgh

In early August 1988, 36 of the 45 PCC cars being operated by Port Authority Transit in Pittsburgh were removed because of potential brake problems. These cars are used for service on the old Valley Line on routes 47L to Library, 47D to Drake, and 47S to South Hills Village via Overbrook. There are about 12,000 daily passengers on this line. A PAT official told me these passengers are highly vexed because PAT has had to cobble together a shuttle service to meet their need to get to work in downtown Pittsburgh.

The move was triggered by a crash between two PCC cars at Washington Junction on July 28. Two people were injured in this accident, and brake failure was found to be the cause. In October 1987 a more serious accident occurred when a trolley lost its brakes in the Mount Washington transit tunnel. Readers will recall it ran away and crashed into the building at Station Square with injuries to 40 people. An inspection of 15 of the 40-year-old PCC cars was carried out immediately after the late July accident. All 15 revealed deterioration of the wiring in the electrical circuit that reverses the flow of power to slow the cars (the dynamic brake supplied 80% of the braking power). Shuttle cars and buses are being used to maintain the service while the PCC cars are being repaired. Jim Cerny sent the news.

The Dallas Debacle

I asked a number of friends living in the general area of Dallas to give me some reasons for the defeat of the bond referendum that would have started off the construction of the proposed DART rail system. Analyzing the answers, it is clear that the public did not think much of the Dallas Area Rapid Transit bureaucracy or the DART board of directors. For example, the directors built a $1,000,000 board room in a building it did not even own. The large bureaucracy put together to plan the rail system was also an unattractive feature. The DART board members took a junket to Europe, supposedly in pursuit of the grail of knowledge about rail systems. Apparently, the trip played poorly in Dallas.

Another factor is empty buses. The Dallas transit system was expanded substantially out into the suburbs. While many of these routes have been useful and used, many of them operate buses that are relatively empty.

DON SCOTT

OPEN CAR 1977, a replica of a 1901 car, borrowed from manufacturer Gomaco Industries of Ida Grove, Iowa, provided service over the Mississippi River railroad bridge in the background to help Keokuk, Iowa, provided service over the Mississippi River railroad bridge in the background to help Keokuk, Iowa, celebrate the 75th Anniversary of the Union Electric Company's hydro power dam on August 27, 1988. This car is self-propelled by a diesel engine, but a true electric trolley (also a Gomaco replica) was used on the existing electric railroad on the dam itself.

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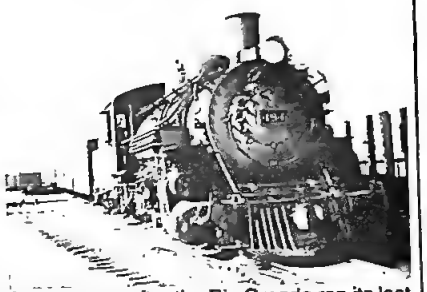

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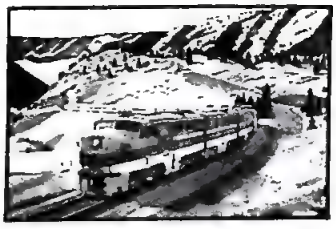

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Transit Currents

The decline of the Texas economy is another ingredient, as is the question of why DART had to go into debt by selling bonds in order to build the rapid transit system. Another element is the questionable business of building a subway under the North Central Expressway when, apparently, there are rail rights-of-way available that parallel the expressway and would accommodate rapid transit service at a much lower cost.

The most expensive and difficult part of the construction would be the subway portions in the downtown. Suburban taxpayers, as well as those in Dallas, would be expected to pay for this, although it might be many years before rail service reached the suburbs. Despite the strong support of the Dallas establishment, and only about 15% of the public voting, the plan was shot down. Before and after the referendum there has been a campaign to discredit transit and to call for more money for highways. It appears that what Dallas needs is real leadership, a plan that everyone can buy into, less politics of the worst sort, more politics of the best sort, a unified DART Board, a highly responsive bureaucracy and a board that doesn't spend quite so much money on itself. Thanks to the many people who supplied information, including LeRoy O. King, Jr.; Tom Ruffin; David Cosgrove and several others who requested anonymity.

Dayton Centennial

August 8, 1988, marked 100 years to the day of the start of electric transit in Dayton, Ohio. Service there started on the White Line Electric Railway with a series of twelve cars designed and built by Charles J. Van Depoele and the Van Depoele Electric Railroad Company of Chicago. The cars were similar in design to those of the Derby Horse Railway in the Derby, Ansonia and Birmingham area of Connecticut. They were among the earliest cars to use a trolley pole rather than the trolley dual-wire system of current collection.

As was true of Van Depoele cars of that age, the motor was located on the front platform near the motorman, and the driving cab was isolated from the paying passengers by a glass partition. The power from the motor was transmitted to the front axle of the car by means of a noiseless, vulcanized fiber pinion and a chain drive. The cars were equipped with five incandescent lamps in the passenger compartment along with a headlight and a rear vestibule lamp.

Fare collection on these early cars was automated. There were two sloping channels, one on each side, which ran from the rear to the front. Passengers boarding at the rear rolled their nickels forward into the collection bucket. Ventilation on the cars was provided by a clerestory, a form of roof that was very common in railway and street railway designs of the time.

The first electric car left the barn and reached the courthouse in downtown Dayton at 12:30 a.m. on 8/8/1888. A large crowd of officials were aboard, and the first car, No.30, was piloted by E.T. Morris of the Van Depoele Company. Free rides were provided for the rest of the week on the cars.

The continuous operation of electric traction in Dayton is claimed by the Dayton Railway Historical Society as being the longest in operation in the United States. Thanks to Harvey I. Hylton for the information.

By the way, there is an interesting history of these early days in the regular newsletter published by the Dayton Railway Historical Society. There may be some extra copies which could be purchased. The *Ties and Tracks*, Volume 10, Number 8, dated August 1988 contains the information. Write to the Dayton Railway Historical Society, PO Box 3117, Dayton, OH 45401.

Flashes

Congratulations to Tom Matoff, who has just been named general manager of the **SACRAMENTO** Regional Transportation Authority. Tom has been very active in light rail transit matters for many years. He worked for the San Francisco Municipal Railway as a planner and served with the Tri-County Metropolitan Transportation District of Oregon in Portland, where he was involved in the light rail line. He also worked with the Santa Clara County Transportation Authority in San Jose. Good luck, Tom!

The **ORANGE EMPIRE** Railway Museum in Perris, California, had its annual rain festival in the summer of 1988. The rain is a joke because it is really a rail festival that seems to attract a lot of raindrops. A new shuttle line was introduced, running between car barn No.4 and the main line platform using diesel 8580 and the SP bay window caboose. Pacific Electric 418 was leading a two-car train of former PE Blimps on the main line. Maybe the weather will be better next year.

William Harvey sends news that the initial stretch of track for the McKinney Avenue Trolley in **DALLAS**, Texas, was laid on September 12, 1988; 380 feet of rail was installed along Hall Street between McKinney Avenue and Kole Street as part of the 1½-mile loop linking downtown Dallas with Oak Lawn. Target date for completion is May of 1989. The line is to be operated by the private, nonprofit McKinney Avenue Transit Authority.

The **PORT AUTHORITY TRANS-HUDSON** Corporation is moving ahead with the last step of the Harrison car shop project. There will be eleven inside tracks, with seven laid over work pits for major repairs and for wheel and truck maintenance and replacement. Four tracks will be set on pedestals and run through the length of the facility for moderate repairs and inspection. A separate preventive maintenance area will also be located in the shop.

The *San Francisco Chronicle* is editorializing for a new south bay highway crossing. Despite the huge increase in capacity provided by **BART** linking the east and west bay areas together, the San Francisco/Oakland Bay Bridge is jammed with automobiles. The newspaper is also pushing for a rail line to be constructed on the proposed new bridge.

The *Inside Track* of the **MARKET STREET** Railway Company (P.O. Box 11362, San Francisco, CA 94101-7632) notes the successful fundraiser for the restoration of the Milan Interurban Car No. 96. The word is also out that **MUNI** will rehabilitate PCC cars to perform the bulk of the F Line

service to Fisherman's Wharf. The historic cars will be used only on special occasions. The F Line is predicted to open for operation in 1992 or 1993. November 1, 1988, should see the beginning of the construction on the extension on the J Line.

Henry Thorpe writes that only a few PCC cars operate in **TORONTO** these days. The Canadian Light Rail Vehicle cars are the backbone of the fleet. Some articulated cars were working on the Bathurst Street Line during the summer of 1988.

T. Linell sends news of encroachment on railway rights-of-way in the **BOSTON** area near Revere. There is a possibility that the Blue Line will be extended from Revere to Lynn and construction and encroachment upon the right-of-way will make the project more expensive.

In May 1988, the **NEW YORK** Metropolitan Transportation Authority Board approved the funding of $11,000,000 for expansion of parking facilities at seven Westchester County rail stations. Multi-story parking structures will be constructed at Port Chester and Tarrytown, and Harlem Line parking lots will be expanded at Crestwood, White Plains North, Goldens Bridge, Purdy's and Croton Falls.

John Lee writes from Los Angeles that **ANGEL'S FLIGHT** will probably not reopen until the mid-1990s. The beloved funicular railroad was dismantled in 1969 as part of the Bunker Hill redevelopment project in downtown Los Angeles. Over the years, the line had carried more than 100 million passengers up and down Bunker Hill beside the Third Street Tunnel, between Hill and Olive Streets. When rebuilt, the railway will be located half a block south of the old site and will be in between the already completed Angeles Plaza Senior Citizens Housing Project, an outdoor theatre and three glass and steel office towers. The railway will be constructed on a 27-degree grade rather than the 33 degrees of the original Angel's Flight, and the new line will be only about 300 feet long, 25 feet shorter than the original.

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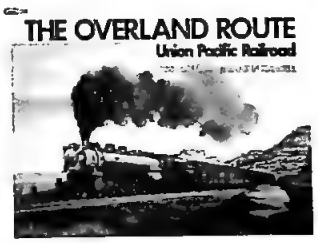

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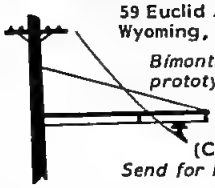
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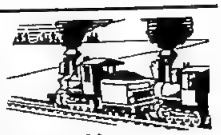
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GENERATION II Something that could have an important impact on the future of locomotives is presently being developed at Reserve Mining's Babbit, Minnesota, shops by Generation II, a subsidiary of Ziegler, Inc. A prototype "GP18-CK," No.2000, has been outshopped (see page 4) containing a Caterpillar model 3516 2000 h.p. V16 prime mover, a Kato main generator and an antifreeze cooling system. Other railroads have experimented with Caterpillar diesels in locomotives, but Generation II seems to be building a complete locomotive around the four-cycle "Cat" engine. Kato of Mankato, Minnesota, is an established and well respected U.S. builder of heavy electrical equipment. The prototype carbody used was former BN GP20 2059, nee-CB&Q 923. Reportedly, these "GP18-CKs" are being developed under contract for the BN, and four other BN GP20s are to be so treated (2006, 2008, 2036 and 2041). At press time, Generation II would make no details available but promised a pubic statement "in about six weeks." Generation II's parent company, Ziegler, Inc., is an authorized Caterpillar distributor based in Minneapolis, Minn.

With Caterpillar having diesel engines available with up to 6000 h.p. potential that would fit well into railroad operations, Generation II may be the first corporate step in developing a new line of locomotives. This should be one to watch.

SP's MODOC LINE At 2:00 a.m., October 13, 1988, Southern Pacific resumed through train operations over its Modoc Line between Klamath Falls, Oregon, and Flanigan, Nevada, with the departure from Klamath Falls of eastbound symbol EUASM-1 (EUgene, Ore., to Alton Southern Manifest). The first westbound was the 4000-ton ASEUM on October 14 (see page 2), powered by four SP and two Rio Grande units. Work trains traversed the Modoc Line during the weeks prior to the October 13 opening, dumping ballast and testing reinstalled crossing gates. Twenty-five Rio Grande units have been assigned to Modoc service; a D&RGW SD45/GP30 set was reportedly used for one of the work trains.

This combined effort of SP/D&RGW locomotives is symbolic of the two carriers' newly-merged status, which, in fact, prompted the reopening of the Modoc Line. Originally opened on September 15, 1929, it gave SP a shortcut for timber and agricultural products from the Pacific Northwest to eastern markets, bypassing the route over Donner Pass by some 260 miles. SP closed the line on January 24, 1987, after deciding the scant number of through trains using it didn't warrant the expense of maintenance and operation. Local service was sustained between Klamath Falls and Alturas, California, to handle loads off the Lakeview Branch, presently operated as the Great Western Railway N-C-O Division. Now, a joint Rio Grande-Southern Pacific route via the Modoc between the Portland area and Kansas City may give the new railroad an edge against parallel traffic on the BN and UP.

In its original form, the Modoc Line, also called the Alturas Cutoff, crossed the WP (now UP) at Flanigan, Nevada, then continued south along Pyramid Lake to connect with the SP main line at Fernley. In 1963, SP abandoned the segment to Fernley in favor of trackage rights over the WP from Flanigan east to Winnemucca. Today's Rio Grande-Southern Pacific is using the same sort of trackage agreement over UP for Modoc Line trains. Initial practice on the Modoc Line will see one to two trains each way daily, limited to 5200 tons in the hope of avoiding any need for helpers, such as the SD40T-2 slave sets which worked the 2.0% grades of the Modoc Line until the January 1987 closure.

CONRAIL GP30 When road jobs were being held for lack of power while SD40-2s were being used on work trains, Conrail decided to ease its power crunch by placing back into service some of its sidelined GP30s and GP35s. The vintage Geeps began showing up in Pennsylvania in late summer and have been working yard (page 2) and secondary road jobs. As the stored units had their cab signals removed, it is unlikely that the resurrected units will see main line work as lead units, though they have been seen in complete sets in non-cab-signal territory.

GOODBYE ROCKVILLE TOWER A well known Northeastern railroad landmark disappeared during September 19-20, 1988, when a Philadelphia contractor demolished Conrail's Rockville interlocking tower just north of Harrisburg, Pennsylvania. The last train to pass the tower was Amtrak's eastbound *Broadway Limited* on the 20th. Opened on July 14, 1898, the two-story brick and frame tower stood in the middle of a wye at the east end of the famous Rockville stone arch bridge over the Susquehanna River. The tower governed movements on the ex-PRR Harrisburg-Pittsburgh and Harrisburg-Buffalo main lines, as well as traffic between Enola Yard and points east. Conrail's installation of CTC finally prompted the closure of Rockville Tower on December 9, 1986.

CANADIAN ATLANTIC RAILWAY On September 1, 1988, CP Rail announced the formation of a new unit, the Canadian Atlantic Railway, which incorporates all of CP Rail's lines and facilities in New Brunswick and Nova Scotia plus all CP trackage in Maine. CAR will be run as an independent division of CP Rail, combining CAR employees with CP equipment and locomotives.

CAR is working closely with the Port of St. John, N.B., to regain some of the rail traffic it lost last year after three container lines moved their operations to Halifax, Nova Scotia, where CN was offering the same rail rates to Montreal as CP, despite CN's handicap of a longer overland route.

Management is encouraging employee participation in company decisions. "Whether running a locomotive, doing paperwork in an office or laying rail, you are just as important to the CAR as the upper management," says F.J. Green, general manager. Employee morale is reportedly higher now under the CAR banner.

On a related note, CP/CAR plans to celebrate the 100th anniversary of the laying of the last CPR rail in Maine on December 9, 1988. A Budd car is to bring invited guests to a remote site at Milepost 93, 13 miles east of Brownsville on the Mattawamkeag Subdivision, where a 12-foot section of rail will be removed and relaid as part of the ceremony. A permanent marker will then be placed at the location—BRUCE OWEN NETT.

MA & PA TO MAINE! Just when you've gotten used to the idea of the Susquehanna running the D&H comes news that the Maryland & Pennsylvania is buying the Grand Trunk. Emons Holdings, Inc., owner of the Ma & Pa, announced on September 18, 1988, that it has signed a letter of intent with Canadian National to purchase the 160-mile Grand Trunk line from Norton, Vermont, through New Hampshire to Portland, Maine. Emons notes that the GT "has many of the same characteristics as the Ma & Pa."

STEAMTOWN On October 7, 1988, the historic Delaware, Lackawanna & Western Railroad yards, shops and roundhouse at Scranton, Pennsylvania, along with 13 miles of DL&W main line trackage east of Scranton, were formally donated to the National Park Service by the City of Scranton. In addition to the real estate, the entire Steamtown Foundation collection of rolling stock was donated to the Park Service. The collection, assembled by the late Nelson Blount in the 1960s, involves over 35 locomotives and 100 cars, giving the NPS the nucleus for a full-scale railroad operation.

Full-sized is exactly what the Park Service intends to establish at the Steamtown National Historic Site. In his address at the donation ceremonies, NPS Director William Penn Mott made it clear that the site will be "preserved, protected and rehabilitated so that people will see trains and rail yards as they appeared a half century ago," and that the buildings, equipment and artifacts "will be preserved forever!"

This is good news to rail enthusiasts, especially DL&W loyalists, as it means Scranton, the one site which represents the heartland of the Lackawanna, will be restored to its heyday appearance and remain that way "forever." The 40-acre site donated by the city includes two towers, the coach and freight yards, roundhouse and back shops, a store house, signals and related hardware. Adjacent to the site, the finely restored Lackawanna Station, now a Hilton Hotel, completes what may well become a world class tourist destination.

The donation ceremonies were attended by a host of political officials, businessmen, civic leaders, the press and general public, held trackside at the Hilton at Lackawanna Station. Congressman Joseph McDade, whose legislation made the NPS acquisition possible, predicted a bright future for the site and went on to state that "I relish the thought that we are saving a piece of American history for generations to come."

Ted Blount, chairman of the Steamtown Foundation and former owner of the majority of the rolling stock, gave the audience a nostalgic look at his father's works and dreams. He reflected back to the

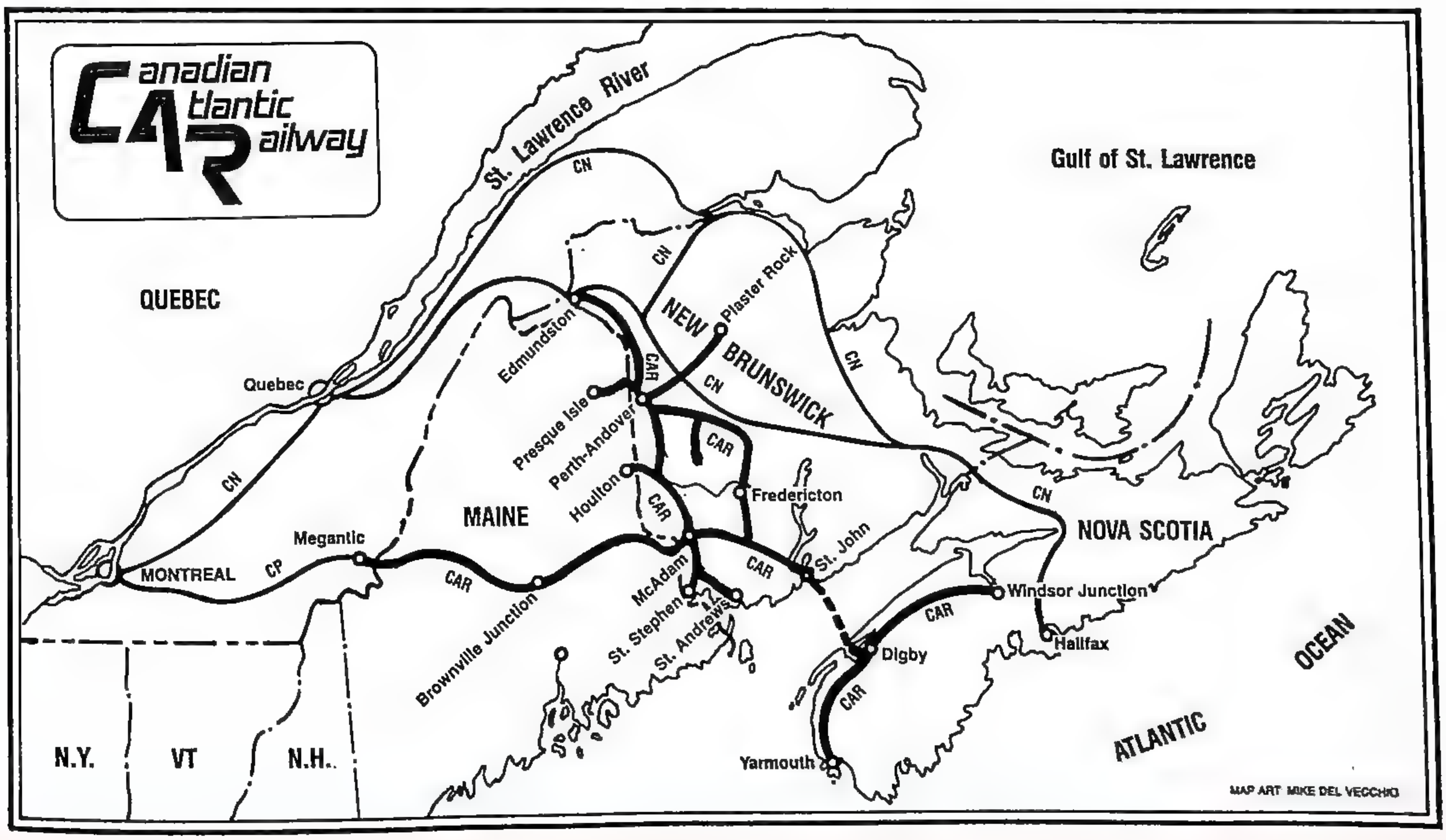
ED BROUSE

GOODBYE ROCKVILLE TOWER may be the message in K4 1361's stack talk on August 29, 1988 (above). Supplanted by Conrail's CTC in 1986, the Pennsy-built interlocking was demolished September 19-20, 1988 (left).

BUTCH MIELKE

RICH RIBAREVSKI

CONRAIL GP30 and GP35 units emerged from storage in late summer 1988 to alleviate the carrier's power shortage. GP30s 2204, 2178 and 2213 (above) led unit coal train UOH-25P at Freedom, Penn., on September 29.



early '60s when his father was collecting every piece of steam equipment he could find, noting that the collection dream consumed much of his father's time and assets. With the National Park Service now controlling the collection's destiny, maybe Nelson T.'s dream will be ensured.

According to John Latschar, superintendent of the Steamtown National Historic Site, the Park Service intends to start excursions to Moscow, Pa., on Memorial Day 1989. For now, the chore is to stabilize the buildings and ready the equipment for spring startup. On October 29, 1988, equipment not appropriate for the 1930s site plan was scheduled for auction. Additional NPS plans call for the repainting of equipment into their correct color schemes, so there will be no more IC cars disguised as Lackawannas or m.u. trailers and Boonton cars in maroon, yellow and gray.

There is presently $9 million allocated for Fiscal Year 1989, with a total of $40 million pledged towards the project. We all hope that the National Park Service can preserve these monuments and rolling stock permanently—DAVID J. MONTE VERDE.

INDIANA JONES Director Steven Speilberg and company spent approximately ten days during late August and early September 1988 filming a train chase sequence on the Cumbres & Toltec Scenic Railroad at Antonito, Colorado, for the motion picture "Indiana Jones and the Last Crusade." C&TS K36 Mikado 484 was dressed up with red domes, smokebox front and cylinders, then given a heavy dose of weathering to power a 1930s period circus train (see page 2).

Flags and other decorations were applied to the equipment simulating the fictitious Dunn & Duffy Circus train, though with considerable restraint, making for one of the more authentic looking trains to hit the silver screen in a long time. Even the railroad's name was changed to read "Pueblo & Chama Railroad" during filming. There's no word on whether Harrison Ford took a turn at the 484's throttle, but we'll find out this March, when "Indiana Jones and the Last Crusade" is expected to hit the theaters.

Another Hollywood crew shot train scenes on the C&TS during June 1988 (September '88 RAILNEWS) for "Where the Hell's That Gold?!," a Monday Night Movie starring Willie Nelson, scheduled to air on CBS television in late 1988.

GTW 2-8-2 4070 Following a successful summer of regular excursion service on Ohio's Cuyahoga Valley Line (October '88 RAILNEWS), ex-GTW 2-8-2 4070 celebrated its 70th birthday in conjunction with CVL's Steam Railfan Days September 10-11, 1988. In addition to offering special rides for the public, the CVL posed the 4070 for night photo sessions along the Cuyahoga River near Brecksville, Ohio, just south of Cleveland (see page 81). Photographers Vance Roth and Dave Hanna conducted the flash illumination of the 4070 and its consist of heavyweight coaches beneath the arched Brecksville Bridge. The 2-8-2 was also seen coupled to ex-BN RS3 4056 (nee SP&S 71), which CVL purchased to provide back-up power should the 4070 ever be unavailable for service.

CONWAY SCENIC New Hampshire's Conway Scenic Railroad kicked off its annual Railfan Weekend by unveiling some surprises on September 17, 1988. Restored to its original CNR black livery and road number 7470 was Conway Scenic's 0-6-0 No.47, complete with Canadian National herald on the tender (see page 81). It made a brief appearance on the North Conway turntable September 16 while crews finished painting a Maine Central boxcar, then formally debuted the next morning.

Another big hit for attendees was GE 44-tonner No.15, which also wore her original number of 115 as well as Boston & Maine Minuteman emblems. The 115 made a quick trip from North Conway to Conway on the 16th to perform switching chores; trailing the short freight was freshly-painted B&M caboose 104391.

By popular demand, 7470 will keep her four-digit number and overall CNR look but will be relettered once again for Conway Scenic Railroad—LES MacDONALD.

SCENIC RAIL DINING It's not just for dinner any more. The owners of Northern Rail Car, Bill and Dianne Gardner, operaters of the Scenic Rail Dining train out of Horicon, Wisconsin, have taken the next step by purchasing the entire 147 miles of the Wisconsin & Southern. The new red livery shown in last month's RAILNEWS on GP9m 4493 is a sign of the new ownership and will be come the standard scheme. Meanwhile, the Scenic Rail Dining train is operating six days a week between Granville and Horicon with a handsomly matched domeliner consist behind their ex-Alaska Railroad E9 (page 4) 10C (ARR 2402). The track has been extensively upgraded for the passenger service.

THE PORT OF TILLAMOOK BAY During the first two weeks of October 1988, Oregon's Port of Tillamook Bay Railroad leased Daylight Locomotive & Machine F45 No.743 to fill in while two of its three ex-SP SD9s were out of service, one being shopped for mechanical repairs and the other undergoing its annual inspection. The third SD9 was teamed up with the 743 for a total of six trips from Banks, Oregon, to the coastal town of Tillamook. Normal POTB operation sees two SD9s handling this road job while the third SD9 is stationed at Banks for local switching and interchange with BN.

Managed by Doyle McCormack of SP 4449 fame, Daylight Locomotive & Machine does business out of SP's Portland Roundhouse, where both the 4449 and 743 are kept when not on assignment. F45 743 (ex-BN 6627) was purchased by DL&M in early 1987 (November '87 RAILNEWS). Following a complete overhaul of its internal components, it was painted in a unique application of the New York Central lightning stripe in SP *Daylight* colors. The 3600-h.p. F-unit is leased out by DL&M as demand warrants.

FORMER-CENTRAL VERMONT Two of the new owners of former-CV RS11s have spared themselves considerable repainting costs by simply modifying the units' CV emblems. The Lamoille Valley Railroad, which now owns ex-CV RS11s 3601, 3608 and 3612, has altered the big "noodle" to read LV, using CV-style letters. Similar treatment was given to RS11s 3600 and 3604, now owned by Genesee Valley Leasing and relettered GV. Another purchaser of CV's RS11s, the Winchester & Western, has not decided whether it will apply a new paint scheme or logo to units 3605, 3606, 3609 and 3611, which at press time were enroute to the W&W's home shop in Gore, Virginia, while the sole remaining RS11, 3603, is still on the CV in derelict condition.

STEAM ON CANFOR Canadian Forest Products (CANFOR) celebrated its 50th year of logging in the Nimpkish Valley of British Columbia's Vancouver Island by firing up ex-Portland, Astoria & Pacific 2-8-2 No.113, which had been resting in a park at Woss Camp for the past twelve years (see Fall '75 RAILFAN) and was restored to operating condition at CANFOR'S Nimpkish Shops specifically for this occasion. She made four round trips on August 27, 1988, from Woss Camp to Siding Four, a distance of about nine miles, pulling a flatcar loaded with as many passengers as could be squeezed aboard. Built by Alco in 1923, No.113 first worked for the PA&P, which gave the Spokane, Portland & Seattle access to a true Pacific seaport at Astoria, Oregon. In 1938, it was moved to Vancouver Island where it was assigned to various logging outfits—DAVE WILKIE.

IOWA SPECIALS Amana, Iowa, hosted the 1988 World Ag Expo on September 7-10, 1988, with daily passenger rail service to the expo site provided by the Cedar Rapids & Iowa City and the Iowa Interstate railroads. Crandic's train had their six ex-NJ Transit (nee Pennsy) stainless steel Budd coaches sandwiched between GP9s 100 and 101 for push/pull operation of the five daily round trips between Cedar Rapids and Amana.

IAIS chop-nosed GP9s 402 and 405 powered a multicolored consist including ex-CB&Q dome-observation *Silver Solarium*, ex-Rio Grande lounge *Eagle Cañon* in Pere Marquette livery and coaches from the Bluewater Michigan Chapter NRHS and the Pathfinder Dinner Train of Council Bluffs, running five daily round trips between Iowa City and South Amana.

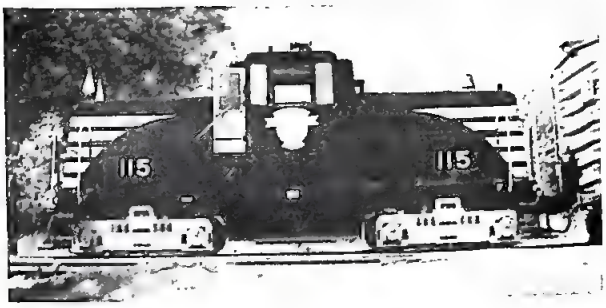
Iowa Interstate then used these cars, with GP9s 402 and 468, for its special called the *Football Rocket* on September 24 between Des Moines and Iowa City for the Iowa/Iowa State football game (Iowa won 10 to 3).

SUNBURSTS IN CINCINNATI The Affiliation for Baltimore & Ohio System Historical Research (AB&OSHR) held its 1988 national convention September 16-18 in Cincinnati, paying special tribute to the 25th anniversary of B&O's GP30s as well as the railroad's unique sunburst emblem. Through the cooperation of CSX Trans-

DAVE WILKIE

STEAM ON CANFOR helped celebrate 50 years of logging in Vancouver Island's Nimpkish Valley with round trips from Woss Camp to Siding Four on August 27, 1988. Ex-Portland, Astoria & Pacific 2-8-2 No.113, shown crossing Gold Creek Bridge (above), provided the nostalgic horsepower.

LES MacDONALD



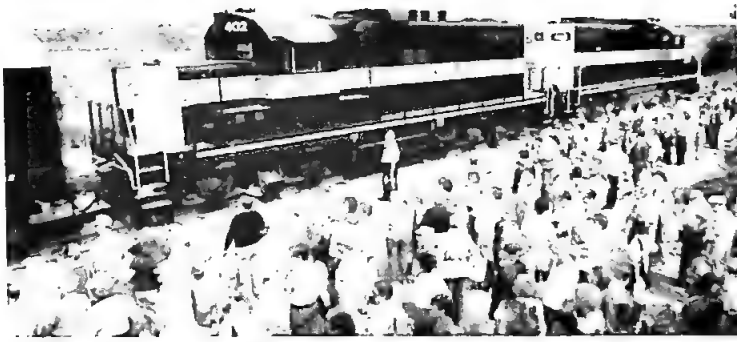
CONWAY SCENIC Railroad's GE 44-tonner debuted in its original road number and B&M Minuteman emblems (above) September 16, 1988, all prepared for the next day's annual Railfan Weekend duties.

DWIGHT JONES

SUNBURSTS IN CINCINNATI adorned CSXT GP30 4105 (ex-B&O 6900) and caboose 904063 (above), which were dressed up and displayed for the AB&OSHR national convention September 16-18, 1988.

HAROLD KREWER

HAROLD KREWER



IOWA SPECIALS delivered passengers to the 1988 World Ag Expo September 7-10, 1988, at Amana, Iowa. IAIS GP9s 402 and 405, shown at South Amana (above), worked the train from Iowa City, while Crandic GP9 100, shown at Amana (left), ran push/pull with GP9 101 out of Cedar Rapids.

portation, EMD and the Railway Exposition Company, a special display was arranged for the convention. CSX provided unit 4105, which, upon delivery in October 1962 with road number 6900, was B&O's first GP30. Still wearing its original B&O blue paint, the 4105 was dressed up for the convention with a temporarily-affixed sunburst emblem and road number 6900, while a permanent commemorative emblem was applied to its battery box covers.

Ex-Pennsylvania E8 5888, owned by the Railway Exposition Company, though painted an oxide red, was also fitted with a sunburst nose emblem in the style once applied by the B&O to its F and E units. AB&OSHR caboose historian Dwight Jones and Columbus, Ohio, B&O fans capped off the display by painting CSX caboose 904063 in a special commemorative scheme. The ex-B&O caboose was chosen because the last two digits in its road number signify the year when the sunburst logo was in its heyday.

Throughout the convention, the equipment was on display at the REC's museum grounds in Latonia, Kentucky. GP30 4105 has since resumed service on CSX sans sunburst; caboose 904063 has also resumed its CSX duties, though it still wears its unusual commemorative paint.

AMTRAK IMPROVEMENTS On September 30, 1988, Amtrak opened the doors of its newly-restored Union Station in Washington, D.C., which company President W. Graham Claytor, Jr. called "the most civilized transportation center in America." The station concourse houses a news stand and several shops and restaurants; a nine-screen theater complex will open during early 1989. Over the past seven years, Washington Union Station's Romanesque columns and marble floors have been repaired, and historic wall patterns and light fixtures replaced according to original designs. Additional work phased in during the next two years will see the demolition of the remaining, disused portion of Amtrak's D.C. station so that trackage can be extended into the restored facility, and a new lounge will be built to serve premium fare passengers.

Another Amtrak expansion, scheduled to begin November 15, 1988, will bring tri-weekly train service to the Dallas-Houston corridor. Splitting off from the existing Chicago-Dallas-San Antonio *Eagle* at Dallas will be a section to Houston (using SP trackage) comprised of an all-Superliner consist of sleeping car, coach and lounge-cafe. In announcing the Dallas-Houston service, Claytor said "the improvements made to this line by the Southern Pacific have made this addition possible for Amtrak, and we believe the new service will more than cover its operating costs." Houston passengers will be able to ride Amtrak direct to Chicago and St. Louis for connections to the Midwest and East, avoiding the circuitous route via New Orleans.

DAVID C. LUSTIG

Steinheimer's Weekend Workshop

Join Richard Steinheimer and student John Sistrunk on a weekend photo seminar in the Tehachapis.

by David C. Lustig

Words like "seminar" and "workshop" probably bring back painful memories of dried-up professors droning endlessly on in a language only remotely resembling English about a topic that would be the world's greatest cure for insomnia if you could only bottle it. But if you are free to pick and choose your topic, a seminar or workshop can give you a whole new perspective on your business or avocation. It can be as exciting as five SDs attacking Tehachapi while Dick Steinheimer stands beside you giving pointers on lens selection, composition and camera technique.

Although he was always interested in trains, Steinheimer learned photography as a professional. He was inspired by the work of the legendary Ansel Adams and had the opportunity to attend one of that master's workshops. And although he is best known in our field for his rail photography, "Stein" has made his living as a photojournalist and an industrial and freelance photographer. He has achieved a level of technical and artistic proficiency that has gained him the reputation of being one of the finest overall railfan photographers in the country.

Dick Steinheimer has developed quite a following among Western railfan photographers, and there are many well known names who acknowledge his influence—primarily those who are mastering the shooting and darkroom techniques of black & white. While Steinheimer has always been open, friendly and willing to share his "secrets" with anyone who will listen, only a handful of fans have been fortunate enough to have encountered him in the railfan environment. The "chance" meetings can be few and far between.

In an effort to make his knowledge available to railfans in general, Steinheimer has developed a weekend field seminar that provides one-on-one tutoring for interested students. Being a professional photographer for whom time is money, Stein cannot do this out of the kindness of his heart, but at the rate of $550 for two days of "immersion" study, he offers substantial value

JOHN SISTRUNK

A SOUTHERN PACIFIC freight just north of Mojave was one of Steinheimer and Sistrunk's many subjects. They were silhouetted in the low sun (left) near Mojave on Sunday afternoon.

for the money. (Just try to hire a pro for two days of commercial photography at $50 an hour plus expenses, and you'll see that Stein's price is quite a bargain.) In the nearly two years since he began, about two dozen students have taken his weekend workshops.

Stein's course is not aimed at the rank amateur who doesn't know a viewfinder from a vista dome, but it is most worthwhile for the competent railfan who is ready to expand his understanding of both the technical and artistic aspects of his craft. Rather than just delivering a prepared lecture, Stein encourages a two-way dialogue and actively seeks out the ideas and attitudes of the student. To observe what transpires on a typical Steinheimer seminar weekend, we joined student John Sistrunk for his session on December 12-13, 1987. A U.S. Air Force major presently working in San Bernardino, Sistrunk has had photos and features published in R&R and other magazines (see WE'D LIKE YOU TO MEET ... in the November '86 R&R). With his level of experience and interest, Steinheimer considered Sistrunk an ideal student.

School time

Eight o'clock on a wintry Saturday morning, we're sipping a warm cup of coffee at Reno's Coffee Shop in Mojave, California. Here, where the desert of the same name meets the Tehachapi Mountains, the sky is a beautiful azure, but the winds—known locally as Mojave Zephyrs—have forced even the hardiest to don heavy coats. It's here that John and Stein had decided to meet to begin the workshop. Previous telephone conversations between the two have helped Stein customize the basic course to his student's interests. Preparation for this long weekend, thus, had actually begun with that first telephone call.

"I like to see their portfolio," explained Steinheimer on how he tries to tailor the course to the person. "People's interests are so diverse. If they have pictures that they've done, black & white or color, if they can send it in advance, I like to go over it and get an idea of what that person is like ... the feelings, the style and interests. Some people are interested in action wedge pictures, while others are interested in different angles, while still others are interested in making the train a part of the countryside."

A pleasant but quick breakfast—no sense wasting good sunshine when

DAVID C. LUSTIG

ON SUNDAY MORNING Steinheimer and Sistrunk plot out their moves near Bealeville. Learning how to plan your shots is a part of Steinheimer's photography workshop.

Santa Fe and Southern Pacific trains are passing through town even as syrup meets pancakes—and it's into Stein's van for a quick run up to the Tehachapis to see what the weather is like "on the hill." On the way up, they pass a westbound Santa Fe heading for a fight with the grades. "Let's plan to shoot that one," Stein says, pointing to the clean SD40-2 on the point.

Thirty minutes later, deep in the mountains, Stein and John are on top of a cut looking down at the curving tracks. The winds that raked the desert are gone now, the air almost motionless. It wasn't easy getting into this spot, accessible only by a rutted dirt road, but both agreed that the light looked good, and climbing up the small cut to look down on the train gave the scene a more "mountainy" feel.

The pair are in the middle of a two-way discussion on the use of filters when the distant rumble of EMD and GE prime movers becomes a roaring din as the train booms into view. Then as quickly as the FRED passes, the filter discussion continues.

"That was an important lesson," says Sistrunk, going over the weekend in his mind a few days later, "understanding what a yellow filter or polarizer can do for a black & white photo."

It's a technique that Stein is glad to share, if indeed the student feels he wants to start experimenting with filtration. "You're showing someone not so much just trains, but how to improve and cross the boundary from being a person with a camera to somebody who is out to do photographs," explains Steinheimer.

Being able to "pre-visualize" a shot is an important skill. As Sistrunk observes, "Stein showed me how to try and compose the photo beforehand; not wait until the train is in view. There was a nice set of Santa Fe power against the mountain with snow on it, for example, and for the first time, I saw an outline of the locomotive with the snow in the background. Before the course, I wouldn't have thought about it."

A two-way street

Stein feels he can learn from people who he hasn't met before and therefore encourages feedback as part of the workshop. "We can learn together," he says. "There are people who deliver set lectures or offer only specific programs. I think that's terrific, but that is not what I am interested in doing. I want a more participational aspect where we can spend any amount of time in terms of discussion."

From the direction of Summit comes more throbbing. Another train is on the way. A Southern Pacific eastbound eases down the grade, flanges squealing, dynamics on. This time John takes a little more care in composing his photograph as he clicks the shutter.

It should be pointed out that at 34, John Sistrunk is no slouch in chasing trains. Spending a decade in the Air Force (he's currently working for the Strategic Air Command at Norton Air Force Base in San Bernardino, where he is one of the people shaping the Rail Garrison Peace Keeper System) has given him the opportunity to chase trains everywhere from Alabama and California to Montana. When not chasing or writing about trains, he keeps his two Nikons and typewriter busy writing and photographing for military publications. Then why take Stein's course?

"I wanted to learn how to shoot black & white photography," he says. "With color, it does a lot of the work for you; it simply is a matter of making sure the light is good and composition is right. But with black & white, not only do the light and the composition have to be good, but you have to consider contrast. I wanted someone who has worked with that all of his professional life. I can read about it, but I'm not one to visualize something technical when reading about it. I want someone to

give me the [illegible] in my hand; I want a practical demonstration."

... even get to this point—bundled up in ... arm jackets, head gear and gloves in an attempt to ward off the bone-chilling winter wind—setting up for one of many train shoots of the workshop took John more work that he might first have imagined. That initial telephone call to Stein was more than just "Hi, how are ya? I want to go shoot trains with you and maybe something will rub off on me."

"We talked about a lot of things," explained Steinheimer afterwards. "When someone wants to take my course, I have to find out where his or her head is. Not only is it important to ascertain what type of railroad photography they want to do, but what they've done in the past. I'm not grilling them; we're really just having a chat so I can specifically tailor the course to their needs and interests."

That last part, tailoring the course to their needs, is where Stein feels he can be most helpful to his students. Conducted on a one-on-one or in a small group basis, he doesn't want you to just show up, camera in hand and hunt down trains. No sir, when the two of you first get together, Stein would like to see a representative gathering of photos and slides you're the most proud of. This allows him a chance to constructively critique your work and helps in establishing a starting point for the workshop.

And be prepared to adhere to the "work" part of the word workshop. There'll be no sitting around in some darkened projection room discussing the more esoteric points of rail photography. You'll be hauling you and your camera through a working railfan environment. And you won't get a chance to see too much of Stein's legendary photo work; you'll be too busy photographing for yourself under his guidance.

The day continues

Back in the van now, holding on for dear life as the two men bounce over the muddy road back to the main highway, the smoothness of the asphalt is accompanied by a flash of acceleration up to the town of Tehachapi. Meeting them just the other side of town is a Santa Fe eastbound with SD45 5365 on the point. It's John this time who suggests the location, the highway bridge just west of town. Low lying clouds just beyond the train and the mountains peaking through them make the scene of main line mountain railroading unmistakable. Holding position as the train slides by under them has its rewards, too, as a single red SD45-2 is tacked on behind the caboose for just a little extra oomph. It makes a nice shot.

Next stop, the Circle K market in Tehachapi for refueling, refooding and a little stocking of provisions before heading on. Railfanning takes a lot of calories, you know. Six-packs of soda, juice and chips—granola was not allowed on this trip—carefully packed in the van and it's off to the Bealville/Caliente area on the west side of the mountain range. Visited constantly by railfans, the trick here is to find a few photographic spots that are not so hackneyed. Again it can be done, and again it will be because Stein has taken the initiative to leave paved roads behind. Just west of Caliente, the asphalt peters out and becomes gravel. At the very end of passable road, when the sun is right and the shadows are right, the shot is gorgeous. Looking around you is one of the things Steinheimer so very subtly teaches. And the slight lull in traffic allows the two time for a comparison of camera equipment.

For his daily professional work, Stein uses a variety of formats ranging from 35mm to 4x5 view, allowing the subject to dictate his choice of equipment. His involvement in railroad photography is no less serious. For black & white, he is using 120 Tri-X loaded in Hasselblads. "I've always loved 120 Tri-X; the shadow detail always seems well-suited to railroading somehow." For color it's Kodachrome 64 in his 35mm Nikon FM with MD12 motor drive. "I'm sorry for every picture I ever shot in color that wasn't Kodachrome."

Lenses include a variety of wide to teles and for his FM an inexpensive but very sharp Nikon 75-150 Series E zoom. A spare aluminum case carries hoards of filters, lens shades and other photographic odds and ends.

John has packed a wee lighter, but with an F3 and an FM, plus a 70-210 Nikon zoom, a normal lens and a 28mm wide angle, he's quite prepared to hunt everything but elephants. Both have brought portable radio scanners.

As usual, the din of diesels tips them off a train is approaching. A brace of red and gray tunnel motors work around a curve. The lighting is just fine as both squeeze off a shot. Stein is savoring the scene but also looking at the sun. Something else you realize he's doing is figuring out where the sun will be in a couple of hours; it reduces the number of disappointments for set-ups later on.

But sometimes the scanners can be

THE SP HELPERS on the Mojave wye were a study in atmosphere and lighting.

JOHN SISTRUNK

DAVID C. LUSTIG

ELEVATION AND FRAMING can add to a photo; Steinheimer and Sistrunk were perched on a hillside at Bealeville for SP action. Steinehimer teaches you to "see" light such as the low sun on the hills (**right**) behind the great curve at Caliente.

deceptive. SP's 161.55 road frequency remained quiet, and John and Stein were packing up to leave when another Southern Pacific train, hard on the heels of the first, loomed into view.

Okay, two trains at this location; why not move on and see what else the railroad has to offer? But no sooner does the van brake for what is left of Caliente than they spot a Santa Fe pig train with an SD40-2, a pair of SD45s and a C30-7 making its way towards the great curve just east of town. Stein knows where the sun is, and both men break for a rugged looking scene that is deliciously cross-lit, the lighting making the hills and mountains behind the approaching train appear even more desolate than they are.

The rest of the Saturday will continue this way, with Stein and John actively looking for trains. If one is missed, unless it is an unremarked trip of the 4449, there is not too much concern. Another will be along shortly. Quality of photos, not quantity, is being stressed here.

As the sun dips lower into the west, the Eugene-El Paso Manifest, an SP moneymaker heading in the same direction, is caught climbing the grade just west of Caliente with four units on the point and six more as mid-train helpers, all churning away in Run 8.

Now the sun is no longer on the tracks but only the hills above, and still Stein and John keep on shooting. The last shot of the day is a gorgeous silhouette of a Santa Fe SD40-2, one of the road's homebuilt SD45 boosters, a GE and an SD45 toiling up the Tehachapi grade above Tunnel Number 1 at Caliente.

Evening evaluation

It's been a long day as the two head back to a motel in Mojave where previously-made reservations are being held for them. (Incidentally, motels, meals and transportation during a Stein workshop are "Dutch treat" and not part of the fee.) A relaxed supper and an overall discussion of the day's events extends into the evening, with Stein eventually looking over John's portfolio of black & white work and then later an abbreviated slide presentation. Stein was generally impressed.

"John has a good appreciation of himself. There were some things I discovered it would be good to talk about, so when we were riding around we went into discussions about equipment and how to use it. It's just sort of sharing with each other the ideas related to the approach to photography. With John, having that time sort of loosened things up. He wasn't prepared to make any presidential declarations on his interests or ability, it just came out through conversation.

"Being able to go through and look at his portfolio and have discussions that night helped, too. I don't want the person taking my workshop to feel like they're being operated on and they're just coming for information. I stick my neck out too by bringing my own work, and I always have a soft spot in my heart for pictures that didn't turn out or were big screw-ups. I like it when we can really talk about photography and discuss the kinds of images we have made and want to make in the future. It's that idea of learning from each other."

Howling winds—the Zephyrs know no certain hours—and a biting cold force the cancellation of a hoped-for flashbulb night session at the Mojave station. But perhaps it is just as well. Mickey's little hand is on the eleven, and both men are beat.

All-weather workshops

Steinheimer will conduct his workshops pretty much anywhere in the West, but he prefers California, which seems to be a natural preference for East Coast fans, anyhow. And since he is willing to conduct the workshop any way the person wishes, it's usually different each time. "I've finally concluded that part of the interest is in having a guide to California, the same as hiring a local hunter in Africa. While there is

Richard Steinheimer: Photographer

Question: Who is Richard Steinheimer, and why should his credentials be good enough for me to pay $550 for a weekend workshop?

Answer: Trendy rail photographers come and go, but Stein has always managed to pace himself rather nicely, believing in the subjects he was going after and not quitting until he got them just the way he wanted. A working professional photographer for almost four decades now, he's been capturing trains on film for even longer, and his work has appeared in almost every rail magazine and in over 50 books. He has been hired to do photos for the Burlington Northern, Amtrak, the Chicago & North Western, Southern Pacific and Caltrans.

Using the principles learned with his commercial photography, Dick always seems to look at a train as merely one element of a scene that he is carefully composing with his camera—yes, perhaps the main and most important subject in the viewfinder, but certainly not the only one. Whether moody shots of the *City of San Francisco* obediently following a curve in the snow laden Sierra Nevada, quiet night shots of resting motive power in Bakersfield or stark, eyeball jarring compositions of railroading in industrial settings, he has managed to not only be noticed but to stay noticed. And that is not slobbering adoration but simple fact.

Perhaps one of the reasons for his success, he has been heard to modestly explain, is that he is probably one of the tallest railfans around. Standing at 6'6" (or 5'18" if you listen to him) at least one wag determined that Stein's photos are so good because he can see the train way before anyone else can and has that much more time to compose the picture!

Another, and more serious reason, however, is his quiet and unassuming personality that lends itself to the perseverance he often shows to get "the" shot. A mixture of Frosty the Snowman's friendliness and Eleanor Roosevelt's sincerity, Dick has learned to take his cameras and van where even mountain goats fear to tread, sometimes spending days to get just one photo—and weeks and months to put together a series.

Stein got the railroad bug just after World War II when he was in Tucson, taking photos with a Brownie,

SHIRLEY BURMAN

DAVID C. LUSTIG

DICK STEINHEIMER works closely with his students, observing their photographic techniques during the action.

recalling that his cousin developed them in a garage broiling from summer heat.

His professional career began in 1950 as a photographer for the Glendale (California) *News-Press*, followed by a two year stint as a journalist in Uncle Sam's Navy. Back to Glendale for three more years, he moved to the San Francisco Bay Area and worked as a photographer, writer and part-time editor of the Marin County *Independent Journal's* "Marin Magazine." In 1962, newspapers and Stein went their respective ways when he became the chief photographer for Fairchild Semiconductor in Mountain View.

That job lasted until 1970 when he struck out as a freelance commercial photographer, both in partnership with someone else and later solo, calling Ford Aerospace home for four years beginning in 1975. The lure of creative advertising photography wouldn't leave, however, and in the late 1970s he was the creative director, photographer and writer for an ad agency in Los Altos, California. Now, for the last eight years, Dick has been successfully freelancing as a commercial photographer both in the San Francisco Bay Area and Sacramento, with General Electric and Southern Pacific being among his frequent railroad clients.

Somehow during all that, Stein kept photographing trains as a hobby, his work appearing in practically every railroad magazine worth mentioning. Dick began scouring the West in the early 1950s with fellow railfan Don Sims, and they have collaborated on many efforts since, most notably on *Growing Up With Trains* and *Western Trains*, on his own with *Backwoods Railroads of the West* and *The Electric Way Across the Mountains* and with fellow West Coast rail photographer Ted Benson on *Growing Up With Trains II*.

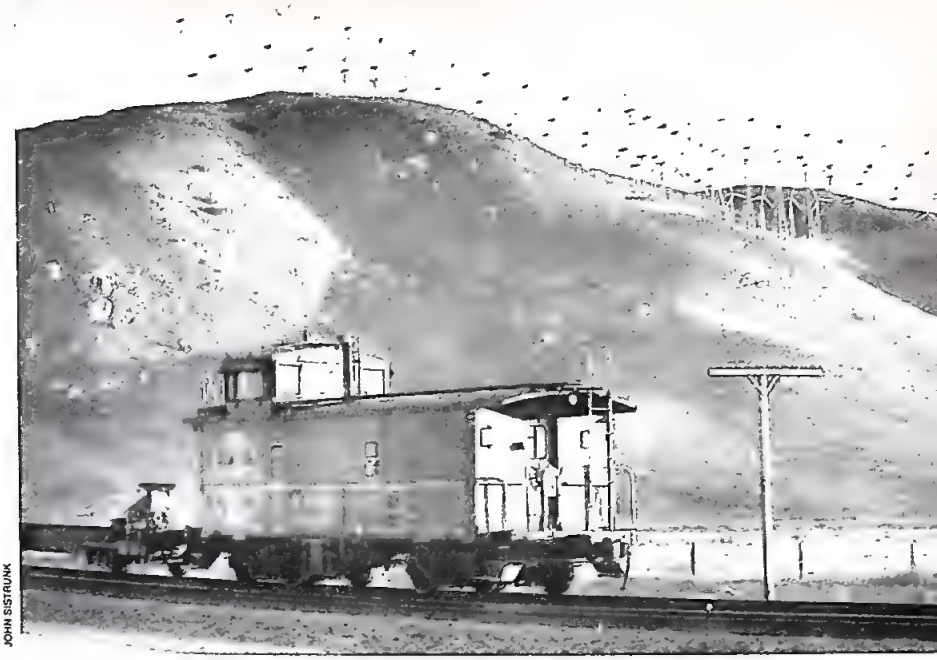
For additional information on his weekend workshops, you can contact Richard Steinheimer at P.O. Box 8188, Sacramento, CA 95818—DAVID LUSTIG.

sor inter[illegible] polishing film techniques or ideas, to a great extent people want an experienced guide. And that's also an important part of this custom workshop.

"It seems like I'm always surprised somewhat at what people ultimately want versus what they say they want. Still photography is such an individual thing that people's interests are never exactly what you anticipate what they will be . . . or even what they say they'll be.

"That's the difference between giving fixed presentations and giving personal, individual attention. I can find the areas that the student is most interested in learning about and focus the instruction around them. Photography is like Olympic pole vaulting; it's an individual sport. The teaming up of photography with one's personality can help to be a powerful tool for a person."

One area Stein thought would be a great workshop was shooting in the snow. But it hasn't been, with most people planning for the summer or spring seasons. "Since a lot of the letters have been from states on the other side of the country, I think they've had a snoot full of snow already. The idea of them coming to California to go to Donner Pass and see even more snow . . . it hadn't occurred to me that it wouldn't be all that popular."



JOHN SISTRUNK

IT'S A PICTURE of a caboose, but it's a study in lighting, especially effective in black & white, as a Santa Fe freight west of Caliente heads for Bakersfield.

Day Two

A cold and clear Sunday morning is punctuated by the drumming of trains moving through the Mojave Yard. After a quick breakfast, it's off to shoot trains. Day Two is pretty much a repeat of Saturday when comparing train lineups, but this time there is a little bit more emphasis on technique.

"Stopping the lens down and seeing the depth of field became very important to me after Stein made me aware of what I can compose beforehand," commented John. "And if you're a three-quarter down-the-throat photographer, I don't know if you're going to get that much out of a session. This is not a three-quarter down-the-throat sort of guy that you're talking to."

In between trains, a discussion springs up about the quality of light. "In railroad photography we don't have the full chance for it," says Stein. "I have yet to deal with the fan who is the equivalent of a photographer using an 8x10 still camera who is really conscious of and fully interested in the light. Rail photography is event oriented; it's wound up with trains and the countryside. Certainly we talk about light, and most railfan photographers have an appreciation of the the way a low sun brings out the relief in a rugged hillside or how the atmosphere softens distant objects, but working it into a photo is usually is as much chance as it is planned.

Perhaps John sums it up best.

"You have to go prepared. Often in the heat of battle you forget to ask those questions or you're shooting in an area that may not lend you to asking questions at that time. Stein is not trying to generate clones, he's doing what he enjoys and offering years of his experience for anyone who asks the right questions."

And John, who brought a couple of Stein's books for the author to sign, added, "You have to ask questions as well as listen. Otherwise it becomes a pretty expensive autograph session."

DAVID C. LUSTIG

IN THE MOTEL ROOM in Mojave, Steinheimer looks over some of Sistrunk's photos. Stein tailors his weekend workshops to his students' individual levels of accomplishment.

FRISCO 4-8-2 1522 was working a heavyweight passenger train in Oklahoma in 1946; she looked essentially unchanged on Byron Hill (right) on the Wisconsin Central on August 14, 1988.

In May of 1926, the St. Louis Cardinals were on their way to their first pennant and World Series, speakeasies and bathtub gin and the Charleston were "in," and another St. Louis Institution, the St. Louis-San Francisco Railway, received an invoice from Baldwin Locomotive Works for a 4-8-2 passenger locomotive, construction number 59134, road number 1522. Thus, a star was born. But we are getting ahead of our story.

Entering the decade of the 1920s, the Frisco, like most other railroads in America, was seeing heavier passenger cars in service over its lines. A large part of the system traversed the Ozarks with many curves and steep grades. As a result, schedules were suffering from the upturn in business and tonnage.

Their largest passenger power at the time were the Baldwin- built 1060-1069 class 4-6-2s built in 1917. These engines had the reputation of being rough riders and hard to fire. In addition, one of the nicer things to be said of them was that they were homely. It was readily apparent that they were not getting the job done efficiently, and trains frequently required doubleheading. It was time to make a decision for heavier, more efficient power.

In 1923, the Frisco took delivery of the 1500, the first of what would be a class of 30 4-8-2s. It brought a new look and philosophy to the road. Prior to the delivery of the 1500s, the Frisco's locomotives had no real family traits, save for the "coonskin" number plates. The aforementioned 4-6-2s and 33 USRA light 2-8-2s were the most modern power on the road. The balance were either small Ten-Wheelers, Consolidations, older Pacifics or drag era 2-10-2s which could empty the whole yard—but ruin the track doing it.

The 1500s were different in appearance than anything on the system, and the difference was pleasing. Their overall look was that of a USRA light 4-8-2, but larger. The domes and stack were higher and more imposing than the USRA, but the biggest difference was in the cab. Previously, Frisco cabs were a hodgepodge of different designs ranging from large wooden affairs to long, low NYC-style steel cabs. The 1500 cab was taller and shorter than any seen on the Frisco. It seemed like the whole side of it was glass, like a greenhouse, due to the large windows. Fortunately, the forward side windows were blanked off during the 1930s, which improved their appearance greatly. The tenders had a Santa Fe look to them and rode upon six-wheeled trucks. As delivered, the unadorned black locomotives were rather plain looking, but this would soon change with the decorations that the Frisco added.

The whole class received the new pas-

The Frisco's 1500s

by Don Wirth

Today's 4-8-2 1522 has a proud heritage.

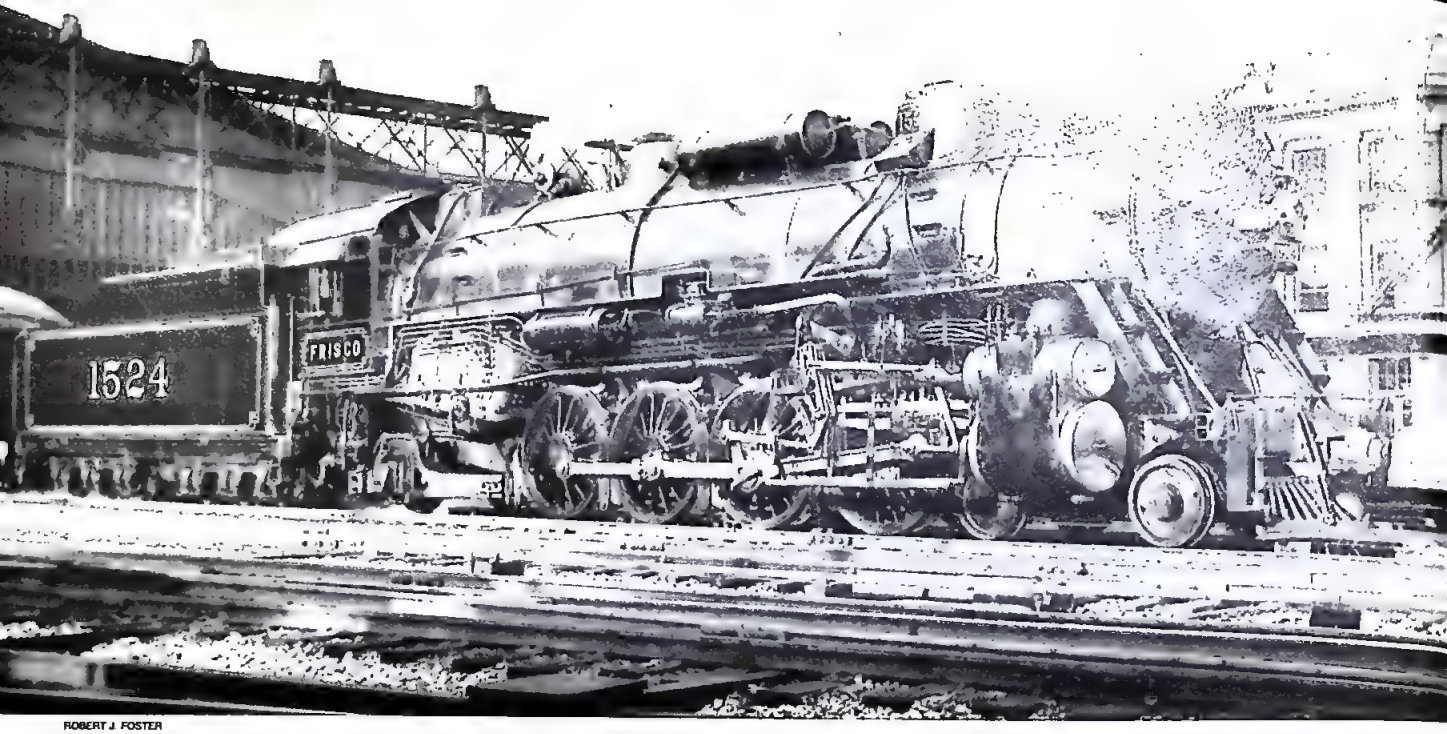
senger livery, and it made a tremendous difference in their appearance. They were painted in gloss black with graphited smokebox and firebox (company records do not back up reports that the jackets were a bluish Russian iron). The cab roof was a bright signal red, and they were lettered and striped in gold leaf with fretted corners of French Louis XVI and Directoire Period styling. The cylinder and valve head covers were nickel plated, and the bell was polished with the inside painted red. The whistle and the brass knobs on the ends of the handrails were polished, as was all of the valve gear (this served the dual purpose of looking nice and easing the job of detecting flaws). All of this was topped off on most of the 1500s with the "coonskin" number plate under the headlight painted signal red with the numbers and rim trimmed in silver.

They made a beautiful sight on the head end of the many fine name trains of the day. They were standard power on the *Texas Special*, *Meteor*, *Bluebonnet*, *Kansas City-Florida Special* as well as the other heavy passenger trains of the day until ultimately displaced by newer, heavier Mountains and Northerns.

Engines 1500 through 1514 were delivered as oil burners and had Baker valve gear. They went into heavy passenger service immediately and proved to be just what the doctor ordered. They eliminated doubleheading on the heavy trains and maintained the schedules. Impressed with their performance, the Frisco ordered five more which were built in 1925. However, these five (1515-1519) were built with Walshaerts valve gear, a different running board configuration, a large smokebox door and the main air reservoirs on top of the boiler between the sand and steam domes. The Frisco had experienced some problems with the Baker valve gear and had decided upon the Walshaerts for the new engines. In later years, some modifications to the Baker gear cleared up the problems and it remained on the original 15 engines until their retirement.

In 1926, the final ten locomotives of the class were delivered. The 1520-1529 were built as coal burners and had Sellers exhaust steam injectors. They were nearly identical to the 1515-1519

THOMAS M. BINGER



ROBERT J. FOSTER

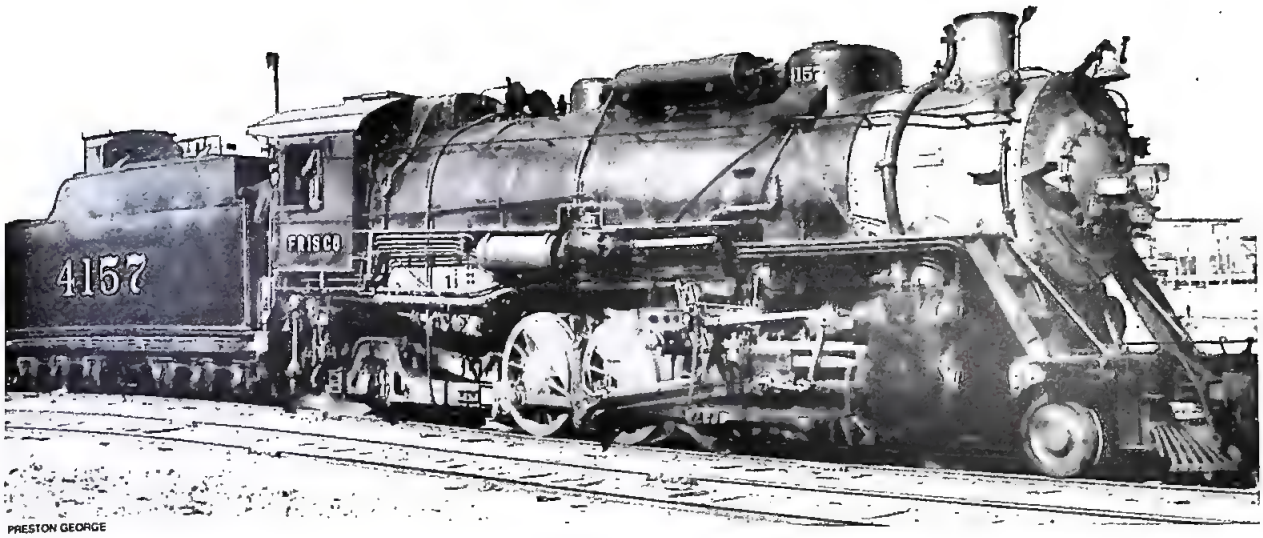
series in appearance except that the sand dome was moved forward and they had small smokebox doors like the original 15. They entered service on the Kansas City-Birmingham line on the *Kansas City-Florida Special* and other heavy trains. The Sellers injectors and coal firing were almost immediately changed to Chicago injectors and oil firing. Late in their careers, just prior to dieselization, several 1500s were converted to coal firing for freight service, having received tenders from retired 4100 class 2-8-2s.

The Frisco was an early believer in long engine runs. At a time when the Santa Fe and some other roads were experimenting with long runs and getting the publicity, the Frisco was using the 1500s in through service from St. Louis to Oklahoma City, 542 miles, and from Kansas City to Birmingham, 737 miles. They achieved this by thorough engine servicing and inspections at intermediate points. The Frisco was also a believer in lubrication and had additional means to grease pilot truck hub liners while running to lessen wear and overheating due to the many curves on their Ozark lines.

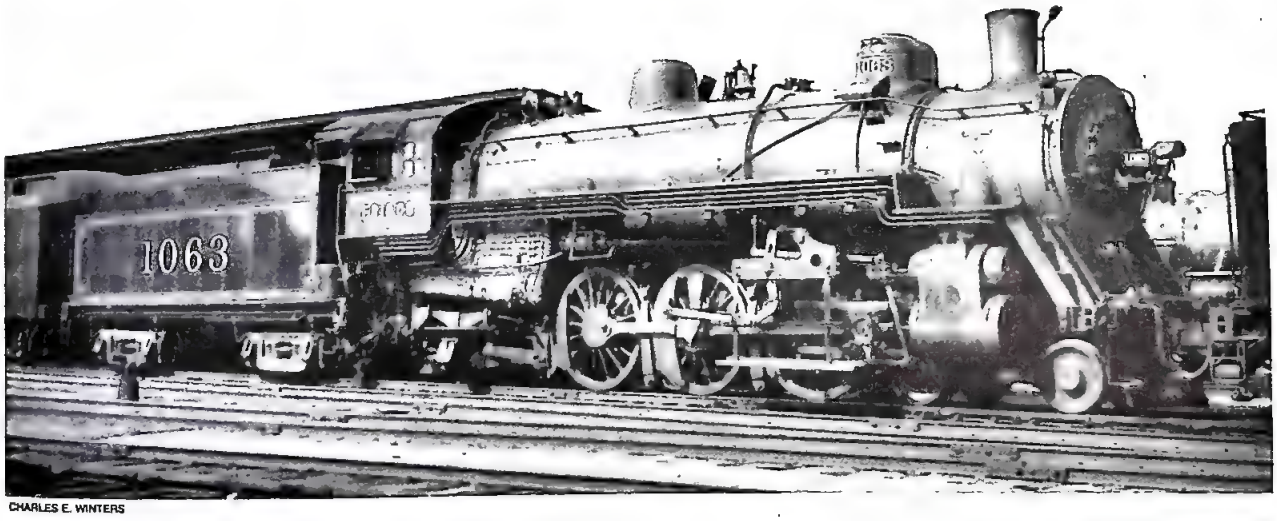
Throughout their careers on the Frisco, the 1500s were well liked by engine crews, dispatchers and the motive power department. They were a true general purpose locomotive, as well suited for use in hotshot freight service,

AT THE PINNACLE of her career (top), the 1524 was on the *Texas Special* at St. Louis Union Station in 1938. Note the "Volatone" airhorns, which were removed by 1940. When the first 1500s were delivered in 1923, typical Frisco freight engines were USRA Light 2-8-2s like 4018 (below), with a River Division freight at Lindenwood Yard in 1940. Slow but powerful were 2-10-2s like the 7-Spot (bottom right) at St. Louis in 1937. Before the 1500s, "heavy" passenger engines were the 4-6-2s like 1063 (right center) at Kansas City in 1939. Ordered with the 1500s were big 2-8-2s like the 4157 (top right) at Oklahoma City in 1939.

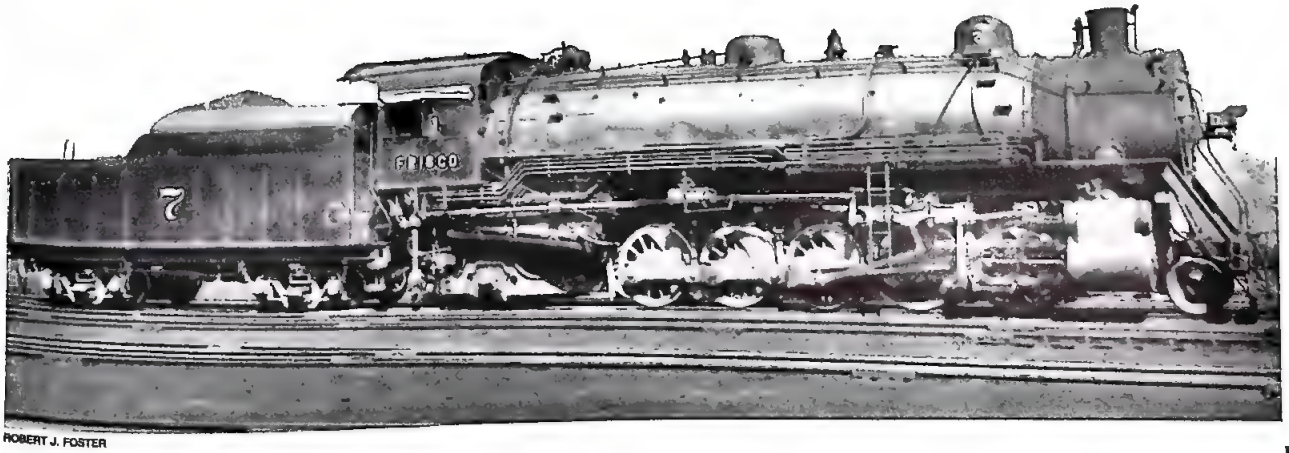
WM. K. BARHAM



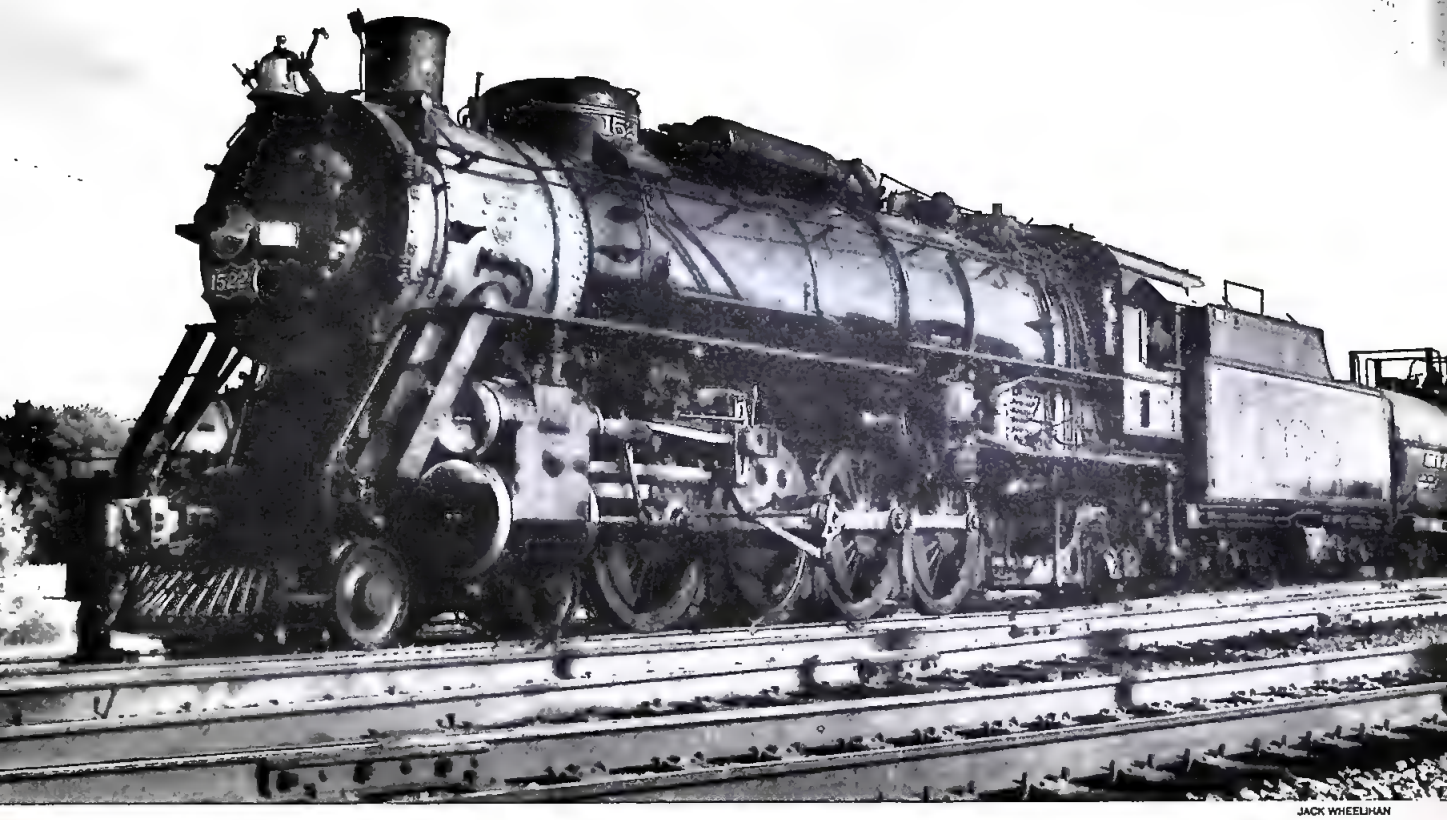
PRESTON GEORGE



CHARLES E. WINTERS

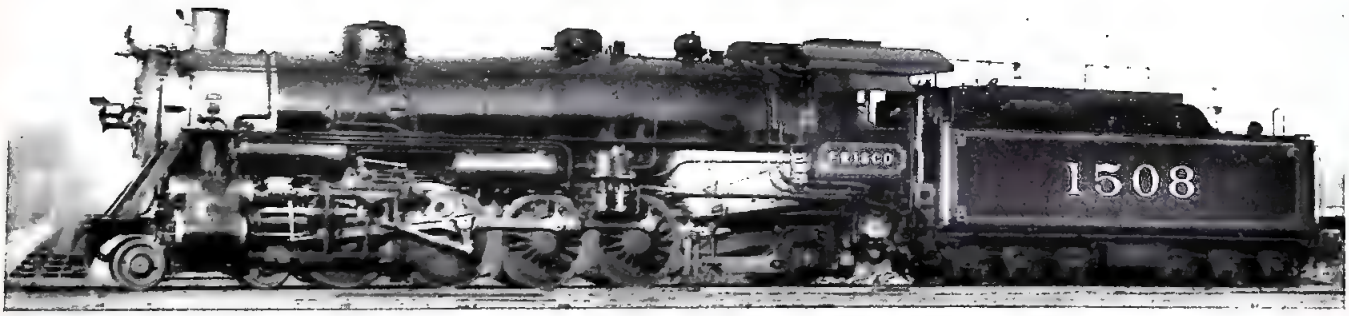


ROBERT J. FOSTER



JACK WHEELIHAN

VARIATIONS ON THE 1500s included the 1500-1514 with Baker valve gear and no top air reservoirs; the 1508 (**below**), shown at St. Louis in 1938, also received the long "chicken coop" pilot. The 1518 (**bottom**), seen at St. Louis in 1939, shows the "middle" engines with the big smokebox door. The 1522 (top), shown on the C&NW at Nelson, Ill., on July 22, 1988, is today typical of the Frisco's last ten 1500s; note the sandbox location compared to the 1518. It is easy to see why the 1500s were local favorites.



TWO PHOTOS: ROBERT J. FOSTER

fast passenger service or even on the local. They were well known for their loud "shotgun" exhaust and deep melodious whistles. They eventually found their way into freight service and several received doghouses along with coal tenders. The doghouse and footboards and removal of their striping and nickeled cylinder head covers did nothing for their appearance. One engine, the 1503, was semi-streamstyled in 1937 with stainless steel skirts, full jacketing and altered tender. Thankfully it was the only venture into that area with the 1500s. It kept its skirts until conversion to coal and downgrading in 1948. An interesting sidelight about the 1503 is that it appears on a dispatcher's trainsheet as being in helper service at Newburg, Mo., in April 1944. It must have made an interesting sight, watching a freight train fighting Rolla or Dixon Hill with a streamstyled helper engine.

Very few changes were made to the 1500s during their careers. Soon after

1522

they were delivered, their steam pressure was raised from 200 to 210 p.s.i. During the 1940s the driver diameter was increased from 69 to 69½ inches, and twelve of them received Franklin C-2 boosters on the trailing truck. They were rated at 56,800 lbs. tractive force, and the booster added another 8750 lbs. to that punch.

A Frisco practice which started long before the 1500s were built was the ordering of both freight and passenger power of different wheel arrangements built concurrently and sharing many common parts. It was done before with an order of 1040 class 4-6-2s and 1306 class 2-8-0s and again with the 1-60 class 2-10-2s and 1060-1069 class 4-6-2s. In the case of the 1500s, three versions of 4100 class heavy 2-8-2s were built along with the 1500s and shared many common parts. The cabs, trailing trucks and many other smaller parts were interchangeable between the Mountains and the Mikados. The 1500-1514 and 4100-4134 were built with Baker valve gear. The 1515-1519 and 4135-4149 shared Walshaerts valve gear, main air reservoirs atop the boiler and other similarities, and finally the 1520-1529 and 4150-4164 shared many similarities. This made the stores department's job much easier. The 4100s were to do for freight service what the 1500s would do for passenger service.

Anyone who stood trackside and witnessed a 1500 making up time on the *Texas Special* would agree that the Frisco had made a wise choice. The wonderful thing about the rebirth of the 1522 is that it can show a whole new generation why the 1500s were a legend among Frisco devotees—and they will finally receive the attention denied them in earlier years, save for Lucius Beebe's books.

There are still six of the 1500s in existence along the Frisco lines. They are: 1501 at Rolla, Mo.; 1519 at Enid, Okla.; 1522 in service out of St. Louis; 1526 at Lawton, Okla.; 1527 at Mobile, Ala., and 1529 at Amory, Mississippi.

THE ONLY STREAMLINED 1500, 1503, had the *Bluebonnet* in tow at Southeastern Junction near St. Louis in 1940. The stainless steel skirting was awkward at best.

WM. K. BARHAM

The Minnesota Valley

by Charles Bohi and Leslie S. Kozma

A surprising survivor of the Minneapolis & St. Louis.

If you had to pick one segment of the old Minneapolis & St. Louis that would have had little chance of surviving into the 1980s, the "Western Division" that died in the wilds of South Dakota would have probably been high on the list. But the region's wheat fields and grain elevators are capable of supporting more railroading than one might suspect. Such is the case with the 94.5 miles of former-M&StL trackage between Norwood and Hanley Falls, Minnesota, owned today by the Minnesota Valley Transportation Company, Inc.-Southwest (MNVA). Included in the railroad is 42 miles of trackage rights on the Soo Line's former-Milwaukee Road west coast main line from Norwood to Bass Lake Yard near Cedar Lake in Minneapolis.

The railroad now run by the MNVA was once part of the M&StL's dream of reaching the Pacific. Built by various M&StL predecessors, the line ran westward from the Twin Cities through Norwood, Winthrop and Hanley Falls, Minnesota, to Watertown, South Dakota, (223 miles west of Minneapolis) which was reached in 1884. By 1907 they had completed an additional 159 miles west to the Missouri River town of Le Beau, S.D. Though the halt at Le Beau was supposed to be temporary, the M&StL's "transcontinental" went no further—in fact, by 1924 the line had already pulled back a dozen miles to terminate at Akaska. In the 1950s, Le Beau ended up at the bottom of Lake Oahe when the river was dammed near Pierre. Interestingly, the westward "straight" line from Conde to Akaska/Le Beau shows in the timetables as a branch, with the main line jogging northwest at Conde to pass through Aberdeen and terminate literally "in the middle of nowhere" at Leola, S.D., where there was no other rail connection. Today, except for 36 miles between Hanley Falls and Madison, Minn., operated by the BN and the trackage now under the MNVA, all these lines are gone.

Midway across Minnesota (100 miles west of Minneapolis) is the community of Morton, which the railroad had reached in 1882. Today the headquarters of the MNVA, Morton is a community of 549 people that was once an M&StL division point complete with a six-stall roundhouse, a small yard and a railroad hotel next to the depot.

By 1930 it was clear that these lines were destined to earn their keep as granger branches. They were nevertheless important enough to form the M&StL's 550-mile Western Division, which lost its separate identity in 1938.

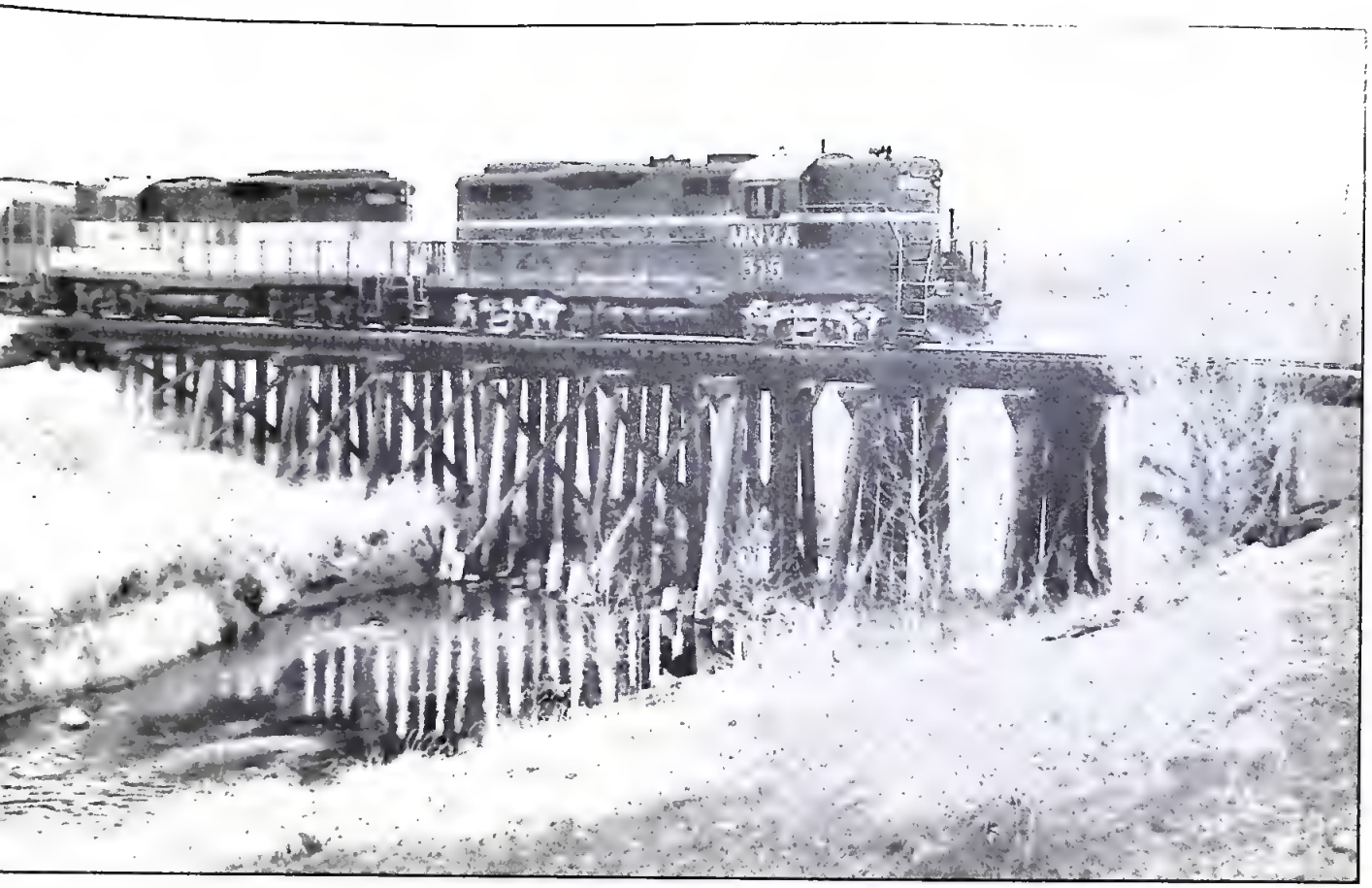
PHOTOGRAPHY CHARLES BOHI, EXCEPT AS NOTED

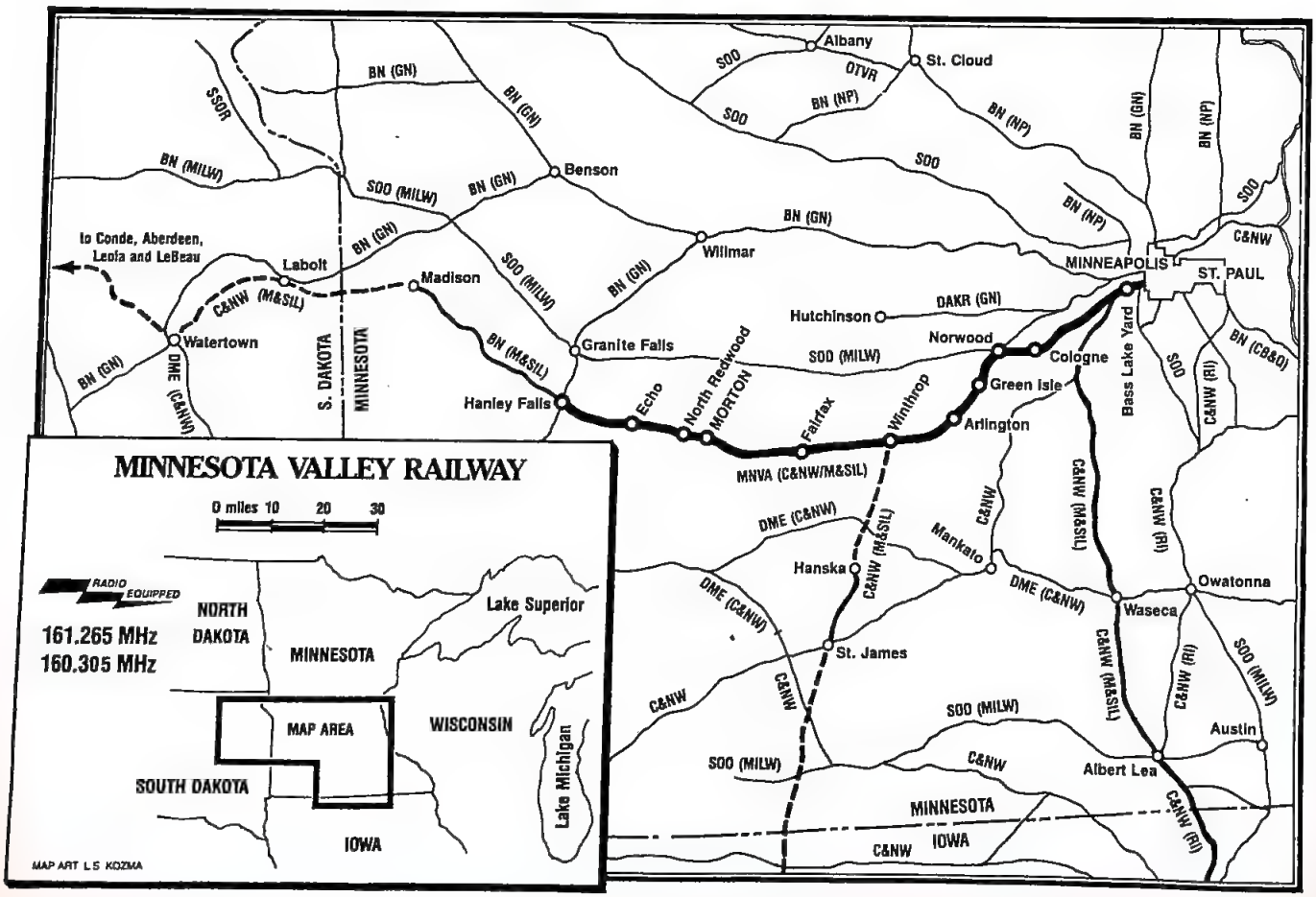
BIG GRAIN ELEVATORS like the one at Fairfax (**opposite left**) guarantee continuing business for the Minnesota Valley. The MNVA's yard is at Morton (**below**); this April 22, 1988, train with Geeps 306 and 291 crossed Crow Creek (**above**) two miles west of Morton en route to deliver cars to the BN at Hanley Falls (**bottom**).

Traffic on what is now the MNVA held up well enough that in 1960 (the year the M&StL was sold to the Chicago & North Western) a wayfreight ran to and from Morton six days a week. Beyond Morton, tri-weekly service was provided to Watertown. Even more remarkable, passenger service to Watertown, albeit protected by RDCs, persisted until the summer of 1960.

Though the M&StL (known affectionately as the "Louie") was always a financially marginal property, the company thought enough of its western lines that much of what is now the MNVA got new gravel ballast between 1941 and 1945 and relay 85-pound rail in the first five years after World War II. Indeed, this line was so well maintained that when the C&NW took over in November 1960 it obtained a railroad that could forward passenger trains at 40 to 45 m.p.h. and handle freights at 35. By late 1983, when the first group of MNVA owners acquired the line, the C&NW was running only two trains a week, and the speed limit was 10 m.p.h. Indeed, on many miles track conditions limited speeds to less than that.

Confronted with a badly deteriorated railroad and poor traffic caused by the agricultural depression of the 1980s, after a hopeful start in March 1984, the Minnesota Valley Regional Rail Authority sold out in 1986 to the present inde-

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NORTH DAKOTA
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Lake Michigan
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to Conde, Aberdeen, Leola and LeBeau
Laboit
Watertown
Madison
Benson
Willmar
Albany
St. Cloud
MINNEAPOLIS
ST. PAUL
Hutchinson
Norwood
Cologne
Granite Falls
Hanley Falls
Echo
North Redwood
MORTON
Fairfax
Winthrop
Arlington
Green Isle
Bass Lake Yard
MNVA (C&NW/M&SIL)
Hanska
Mankato
Waseca
Owatonna
St. James
Austin
Albert Lea
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C&NW (RI)
BN (C&SO)
DME (C&NW)

JIM BOYD

A MINNEAPOLIS & ST. LOUIS freight was headed east through Excelsior, Minn., in mid-1962 with GP9 607 and F3A 401, typical power on the west end. Geep 298 in Milwaukee colors trailed black 315 (opposite left) over High Island Creek trestle at Arlington on April 21, 1988. In 1886 when a local jeweler refused a shipment of watches, an enterprising station agent named Richard W. Sears sold them, leading to the formation of Sears, Roebuck & Co.; the 306 (below) passed the replica of his station in North Redwood.

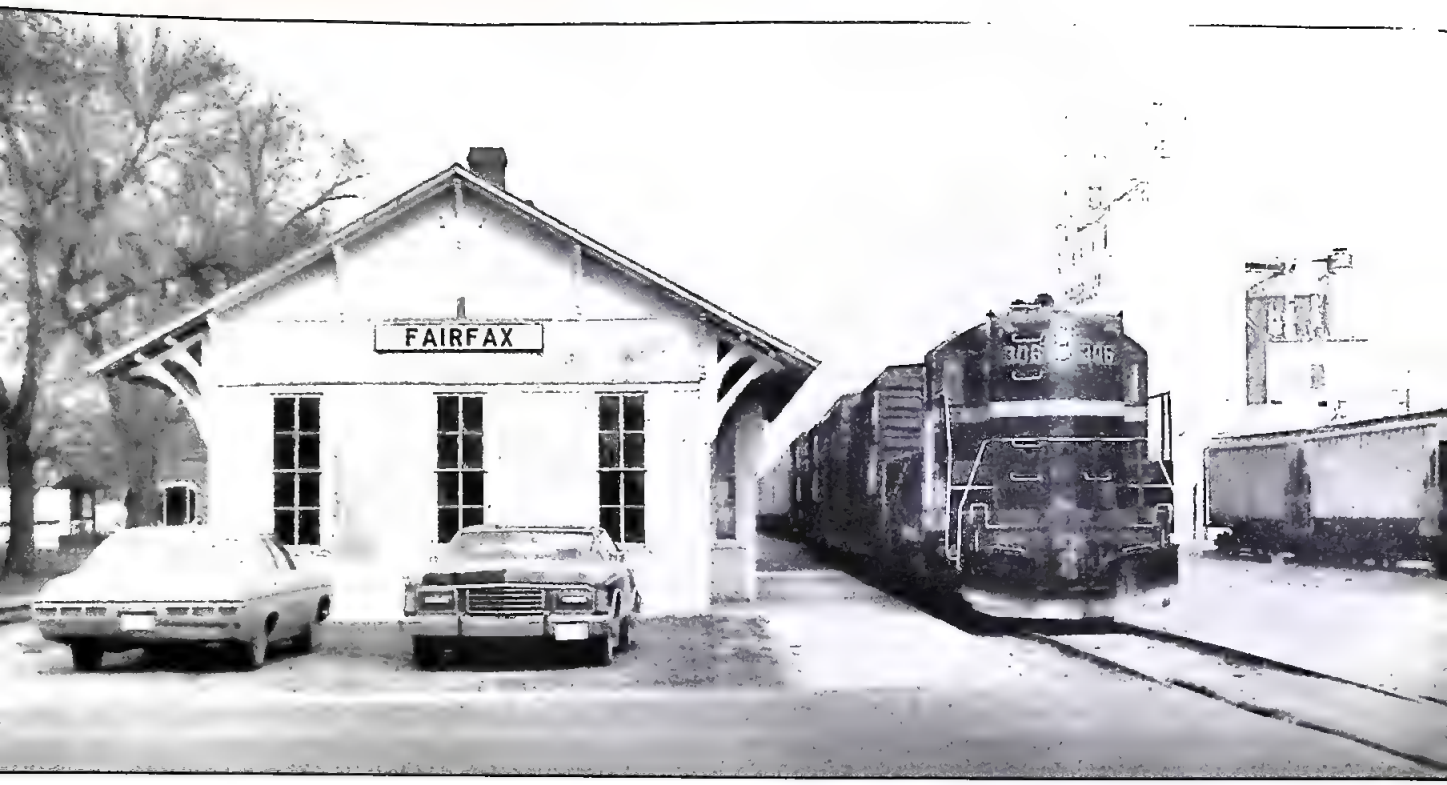
pendent company, led by President Larry Wood. With the help of shippers and governmental agencies, the MNVA was able to put in more than 40,000 ties in 1987 and begin a program of rock ballasting. While track speeds are still limited to 10 m.p.h. or less, steady progress is being made toward rehabilitating the line. Moreover, despite its poor physical condition, the MNVA has been able to capitalize on its local management advantages by cooperating with shippers to increase traffic.

With interchanges with the Soo Line and the C&NW in Minneapolis and the BN at Hanley Falls, the MNVA is in a good position to forward grain from elevators located at no less than ten online towns to friendly connections at either end. Furthermore, by allowing elevators to use the main line for the storage of cars, it has become possible for more granaries to take advantage of lower rates offered for 54-car unit grain trains. It has also made for some very interesting switching moves when working the elevator tracks. To assure a supply of cars for the elevators, the MNVA has leased more than 400 covered hoppers from various companies.

Though mostly dependent on grain, the MNVA gets a fair amount of traffic headed for the BN from a cannery at Arlington. In addition, a few cars of kaolin clay move from the North Redwood area. Inbound cars of fertilizer are also an important part of the railroad's traffic mix.

Given its cooperative attitude, it is not surprising that traffic on the MNVA has shown encouraging growth. Though the 3000+ cars handled in 1987 were well over the 1986 total, if current trends continue, in 1988 more than 6000 carloads will be handled. While the MNVA moves this traffic on a property with moderate profiles, it does have to contend with significant grades created by the Minnesota River around Morton. Eastbound trains out of there face a grade that reaches 1.2% in the 5.4-mile climb to Franklin. Though westward only a 1% maximum grade is encountered, trains must travel 9.7 miles before they emerge from the Minnesota Valley near Delhi. Between the grades and the increasing traffic, the MNVA's power has been stretched to the limit.

Originally rostering four units, today the MNVA owns five ex-Milwaukee Road GP9s (EMD Class of 1959). Carrying their Milwaukee Road numbers (281, 291, 306 and 315), four are painted in the MNVA's attractive black and orange paint scheme. The fifth, 298, still sports Milwaukee livery. To service these units, in late 1987 the MNVA opened a new shop appropriately located on the site of the former-M&StL roundhouse in Morton. With room for



THE M&StL DEPOT at Fairfax sees the passage of the 306 on April 21, 1988. Headed for Bass Lake Yard on the former-Milwaukee Road transcontinental main line (below), MNVA Geeps "blow the carbon out" at the legal 40 m.p.h. through Cologne.

four units, it is now possible for the MNVA to work on its diesels under cover. Though the company likes its GP9s and maintains them well, parts for these units are becoming hard to find.

To handle its increased business, in April 1988 the MNVA was operating seven days a week. When the Mississippi River opens to traffic in the spring, grain sent to the Twin Cities for transfer to river barges is usually taken in every day to the C&NW and Soo Line. The three-man crew for this job generally goes to work about 7:30 a.m. However, the specifics of a given day's operation depend on shipper needs. Between 8:00 and 9:00 a.m. a second crew (with two men) goes to work to operate locally as needed.

Normally, two-man crews are standard on the non-union MNVA; however, in deference to the Soo's agreements with the unions, three are needed on the ex-Milwaukee line east of Norwood. The MNVA operates over trackage rights from Norwood to Bass Lake Yard, on the southwest side of Minneapolis. There it handles its interchange with the Soo Line, while a connection track permits access to the adjacent C&NW Elevator Yard on the old M&StL just west of Cedar Lake. The C&NW still operates this M&StL stub out to Hopkins.

To facilitate switching on the caboose less MNVA, one crew member usually follows the train in a company truck. Not only does this speed up switching, but the truck also allows easier protection of grade crossings, more frequent train inspections and provision of extra tools when needed. In addition, if necessary, the truck takes the crew to work in the morning or back to Morton at the end of the day if the job does not happen to tie up there.

To find the operating pattern on any particular day, a scanner is helpful (161.265 MHz and 160.305 MHz). However, the best information is available at the headquarters in Morton. The MNVA employees are, within the limits of time, usually willing to cooperate in helping responsible railfans find trains. Like any railroad, though, the MNVA expects its visitors to conduct themselves safely.

On a trai[illegible]oted, the low track speed and [illegible] parallel roads, especia[illegible] east [illegible]rton, make chasing the M[illegible]NVA a [illegible]ant, relaxing way to spen[illegible] a day. Besides the numerous opportunities to photograph trains in a rural setting, many wood trestles still remain to work into photos. The most impressive of these are two located just west of Morton. While the first, over the Minnesota River, is virtually inaccessible because of its distance from the road and the lack of a place to park along a busy highway, the second, over Sulphur Lake, is less than a half-mile away and can readily be photographed. With a bit of hustle, an overhead bridge just west of the Sulphur Lake trestle can also be reached in time to take advantage of a nice photo location. Other overhead bridges at Winthrop and Hanley Falls are also good photo spots.

The MNVA is a classic example of how a shipper-oriented railway with flexible work rules can begin to rehabilitate a line, provide a vital service and make a profit where a Class I could not. Given the capital to upgrade its track and continued good traffic, better years are clearly ahead for this successor to the hard luck "Louie."

TIMBER TRESTLES provide fine photo opportunities along the Minnesota Valley. Geep 306 traversed a bridge just east of Fairfax (**right**) on April 20, 1988, and was approaching the Minnesota River bridge just west of Morton (**below**) on August 30, 1988.

BOTTOM KODACHROME BY MERA / TOP KODACHROME CHARLES BOHI

The 1988
AAPRCO Convention.

"Meet Me in St. Louis"

by Richard Forest

One of the continuing phenomenons in railroading today is the rise in the ownership of privately owned rail cars. Cars are owned by individuals, corporations and rail enthusiast groups. Private cars are now an important and increasing source of revenue to Amtrak, and they have generated hours of free publicity in all types of media for passenger rail travel and Amtrak. From a handful at Amtrak's inception in 1976, the number of private cars in active service has risen to several hundred.

As private cars began to increase in number, private car owners, seeing the need for a united voice, formed the American Association of Private Railroad Car Owners, commonly known as AAPRCO. In recent years, the annual AAPRCO convention has become a rail and media event, attracting many private cars from all parts of the country. For AAPRCO members, the convention has been a source of continuing information from the Association, providing education in form of many seminars on the ownership and operation of private cars from selected knowledgeable individuals and generously cooperative officials of Amtrak. There have also been excellent courses in the mechanical areas by expert Amtrak personnel.

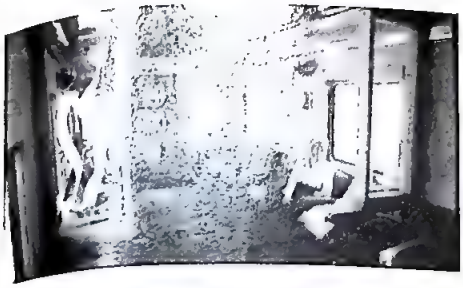
The convention is naturally a great social event, where owners can see each

KODACHROME GARY HOOVER

KODACHROME RICHARD FOREST

FIREWORKS CELEBRATED the Friday evening private car "open house" at the AARPCO convention; this car is the late Lucius Beebe's *Virginia City*. The tracks adjacent to the Omni Hotel and mall in the St. Louis Union Station trainshed were an ideal location. The cars were switched at the station site by Manufacturers Railway Alco S2 211.

EKTACHROME RICHARD FOREST



COMPARE THE INTERIORS of the ornate *Virginia City* and the art deco *Caritas*.

TWO PHOTOS. RICHARD FOREST

other as well as the various configurations and decor of the numerous cars that are sure to attend. The AAPRCO convention has always been a boon to the city lucky to host it. This year it was held from September 14 through 18 at St. Louis' restored Union Station.

A word about the present St. Louis Union Station. From its original Turn of the Century construction, the headhouse of the St. Louis Union Station was considered a marvel in Norman design, and, naturally, it hosted passenger trains by the hundreds. As the American passenger network declined, St. Louis Union Station declined with it, finally being boarded up when Amtrak moved to new quarters a couple of blocks east. It lay fallow for some years, but a few years ago a wise development company went to work on the property, and the Omni Hotel took possession of the original station building and converted it to a hotel, restoring it in the process. The original trainshed over the concourse and platforms, a huge area covering over 32 tracks, was restored, and in place of the tracks a two level shopping mall was constructed, with many trendy shops and restaurants. Ample parking was also provided. The Omni Hotel expanded onto the original train shed, and a beer garden and artificial pond also were built under the trainshed. Four rail tracks were located to the immediate west of the original trainshed, with several private cars calling St. Louis Union Station home. As there is room for 36 cars, it was a natural for a private car convention. It would be difficult, if not impossible, to find a better place, what with a top-flight hotel and shopping center immediately adjacent to the parking tracks.

The 1988 AAPRCO convention is certain to rank as one of the best. In addition to its superb location, the convention enjoyed excellent weather and a marvelous gathering of 36 private cars of all kinds. The predominant type of privately-owned cars are former railway business cars, with the usual configuration of an open rear platform, rear lounge and several staterooms in the middle, with a dining room and kitchen located in the forward end of the car. However, the age of the cars and their interior and exterior decor vary greatly; one of the joys is the various types of woodwork to be found in the cars. Most of the business type cars are of pre-war construction, but many postwar cars were also in attendance, and most of them have been rebuilt into various types of interior configurations, some with open platforms added.

Of the numerous cars at St. Louis, some deserve special mention. An honored attendee was the oldest private car in regular service on Amtrak trains (albeit rebuilt several times from the dining car from which if began life in 1914), ex-Norfolk Southern test car, now a business car, named *Blue Ridge* by its current owner, Classic Railcars. Another noteworthy visitor was the car once owned by Lucius Beebe (his "mansion on rails"), *Virginia City*, with its cream Italian Baroque interior, complete with fireplace. One of the newest additions to the private car fleet, ex-SP business car *San Marino*, also attended; it retains its original superb Southern Pacific wood interior. Ex-*California Zephyr* dome lounge observation sleeper *Silver Solarium* also was in attendance, with its exterior pure original CZ, right down to the neon tail sign. *Lehigh Valley 353*, one of the private cars often seen on Amtrak trains, attended, as did *Garden State*, a former postwar sleeper superbly rebuilt by Eastern Railcar Services of Hillside, N.J., into their official car. There were so many beautiful cars that it would be impossible to find a "best" car; all are lovely.

The colors of the various attending cars was one of the joys of the convention. *Hiram*, a business car, has been beautifully painted in the colors of the Chicago South Shore & South Bend. We have already mentioned the original stainless steel silver of the ex-CZ *Silver Solarium*. *Lehigh Valley 353* shone in its classic Cornell Red. The traditional C&O colors were seen on business car *Chapel Hill*. In addition to the traditional railroad colors, various liveries reflecting the taste of the cars' owners were also seen. St. Louis Car Co.'s *North Star* is done in deep maroon. *Philadelphia Star* and *Georgia 300* are blue.

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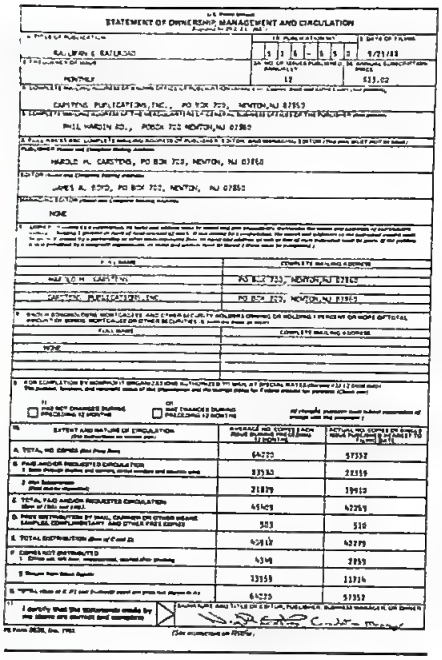

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LARRY STILES

THE CONVENTION ENDED with the departure on September 18 of the 18-car Amtrak special for Chicago. The oldest private car in regular Amtrak service is ex-NS Blue Ridge (below), built as a diner in 1914.

Garden State has various shades reflective of its owners' good taste, as does the Art Deco ambiance of *Caritas*.

Convention activities appropriately started with an Amtrak special train from Chicago to St. Louis, consisting of two F40s and 16 private cars, with *Chapel Hill* occupying the honored rear train position. Arrival in St. Louis was about 4:00 p.m. on Wednesday, September 14, with the train pulling right into St. Louis Union Station as in the days of old, and a party and social gathering of convention attendees took place at the Beer Garden upon the train's arrival. Over the next two days the convention committee arranged numerous seminars of interest to PV persons, as well as a visit to the St. Louis Transportation Museum.

The traditional highlight of all AAPRCO conventions is the Friday night open house of all the cars attending, and St. Louis was no exception. The convention committee arranged a tent next to the cars, in the part of the train shed that is still in the open air, and a caterer cooked char-broiled burgers, sausages and such, and an open bar was also a happy part of the provisions. On the cars, many owners provided hors d'oeuvres and drinks for visitors. At 9:00 p.m. there was a display of fireworks to commemorate the convention. After the fireworks, many attendees retired to various cars for private parties.

Saturday saw the general membership meeting of AAPRCO, and Saturday afternoon was for rest. Late afternoon saw several cocktail parties aboard various cars, and at 6:30 p.m. there was a general membership cocktail hour at the Omni. The annual banquet, topped by a slide program by noted passenger rail historian and author Arthur Dubin, concluded the evening. Sunday was the last day of the convention, with AAPRCO providing a morning visit to the National Museum of Transportation. This provided convention attendees with an alternative to the many switching movements as rail crews arranged the cars for departure, either on regular Amtrak trains or the 18-car special for Chicago. The Chicago special departed at 2:00 p.m., with *Survivor* in the rear, giving a fitting finale to a perfect convention. Now AAPRCO looks forward to "Next Year in San Diego." ⊂

RICHARD FOREST

KODACHROME STEVE BARRY

Colorful Conrail

It may come as a shock to some of us, but in all likelihood Conrail is the best looking railroad in the country today. There is not a trace of the pre-merger paint schemes left on the motive power—and none of the horrid "cockroach" conversions—and even the oldest motive power tends to be clean and well-kept. It is rare to find a truly shabby Conrail locomotive (not impossible, mind you, but rare).

Just look at the other big roads. The hordes of Union Pacific SD40-2s are looking weathered and worn, and the Santa Fe is in the aftermath of the non-merger repaint program as is the Southern Pacific. Norfolk Southern is still sorting out its merger blacks, and CSX is chaos personified. Even Amtrak is showing up with a surprising number of "leprosy-liners." Burlington Northern is looking pretty good, but it can't match the overall luster of Conrail.

Join us for a closer look.

In spite of modernization, there is still a lot of the old Pennsy left in Pennsylvania. On March 22, 1986, a mix of EMD and GE power heads up a west-bound (top) at South Fork, Pa., ten miles east of Johnstown. Over in New York Central country (right), an SD50 and SD40 lead double-stack TV-302 down the west shore of the Hudson River at Fort Montgomery, N.Y., just beneath the Bear Mountain highway bridge.

KODACHROME CARL G PERELMAN

Photo Line

KODACHROME JIM BOYD

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Photo Line

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MAIN LINE or branch line, Conrail can be interesting to photograph. Horseshoe Curve (**left**) still provides the most concentrated action, such as the upbound SD40-2s passing the displayed PRR Geep on October 14, 1987. A year earlier, GP38-2 7978 was working the WJSF-25/26 local (**bottom left**) at Suffern, N.Y., on the former Erie. Further west on that same line, a mix of four-motors had stack train TV-301 westbound over the Delaware River Mill Rift Bridge (**below**) just above Port Jervis, N.Y., on February 7, 1987. Two GP38-2s, a GP38 and a U23B (**above**) on the WJAL-18 Dover Local were traversing the Lehigh & Hudson River bridge over the Delaware and Lehigh Rivers and Lehigh Canal at Easton, Pa., on May 4, 1986, after delivering a switcher to Hudson Yard. An unfortunate part of Conrail's reality, B23-7 2801 (**right**) was powering the rail train tearing up the L&HR just south of Andover, N.J., on August 26, 1986.

KODACHROME SANDY BURTON

THREE KODACHROMES JIM BOYD

A FRESH SD40-2 has the Portland coal train returning to Allentown past a farm on the Johnsonville road near Bangor, Pa., in October 1979. Editor Boyd recalls this as the first time he realized just how photogenic Conrail could be. The threat of the Norfolk Southern purchase of Conrail and a return to dismal black was enough to shock him and many others into truly appreciating Conrail's "Dress Blue." Two GE C39-8s and an SD50 (right) were working the coal train serving the power plant at Portland, Pa., on October 21, 1986. Conrail still displays its Northeastern heritage on October 14, 1988, as Paducah-rebuilt ex-NYC and ex-PRR long-hood-forward, high-nose Geeps (below) lead a freight over the old Reading at Richland, Pa.

Photo Line

BY JIM BOYD

Ridin' on that New River Train

For the past few years the Fort Wayne crew has been busting my chops to come down to West Virginia for their annual "New River Train" excursions on the C&O main line to see how NKP 2-8-4 765 performs up Cotton Hill with a 30-car passenger train (the 1988 trips were October 15-16 and 22-23). As a result, Mike Del Vecchio and I headed south on Friday, October 14, tagging some Conrail action in Pennsylvania on the way (see the high-nosed Geeps on page 76).

Nickel Plate Berkshire 765 put on a spectacular show on Saturday with the 30-car passenger train which included three "short" domes and one Milwaukee Road Super Dome (one of those short domes was the ex-CB&Q *Silver Castle*, the world's second vista dome car, built as a prototype along with *Silver Dome* at the railroad's Aurora Shop).

The "New River Train," sponsored by the C.P. Huntington Chapter NRHS, is a long tradition on the C&O, operating every autumn between Huntington and Hinton with a variety of motive power over the years. It has become a regular part of Fort Wayne's schedule with the 765 and is an impressive operation that is often overlooked by railfans and the railfan press because it is sold primarily to the local population.

Other more-ballyhooed excursions could learn some things from the New River Train. The Huntington Chapter runs them the same time every year and usually has little trouble selling out four round trips over two weekends. Special attention is paid to securing interesting First Class cars and operating a clean and attractive train. With the Hinton turntable out of service, like last year, they cut the 765 off at Meadow Creek and wyed and serviced the steam engine while the train and passengers were taken to Hinton by diesel. While the passengers were enjoying a downtown street festival in Hinton (where Del Vecchio took fiendish delight in introducing me to "funnel cakes," creating a new addiction I had heretofor managed to avoid), the 765 backed down the 13 miles from Meadow Creek to rejoin the train. Thus the non-railfan passengers did not have to endure operating delays.

The trips were run at passenger track speed up to 55 m.p.h., which included some spirited rambling on the excellent C&O main line and a lot of 35-40 m.p.h. winding through the beautiful New River Gorge. Having been invited to ride the cab by the Fort Wayne crew, and I was on the engine from Montgomery to Meadow Creek on Sunday while Mike chased the train in my car. Engineer Rich Melvin (owner of Hopewell Productions of videotape fame) was very professional in dealing with the CSX road foreman and pilot engineer and was obviously enjoying working the 765 to her maximum output on the

JIM BOYD

NICKEL PLATE 2-8-4 765 eased up the main thoroughfare of Thurmond, W.Va., while on the C&O "New River Train" excursion from Huntington to Hinton, W.Va., on October 15, 1988.

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long grade up through Cotton Hill, maintaining a 35 m.p.h. pace in spite of a clogged right sand line causing a few wheel slips.

As Rich describes it, the first sign of a wheel slip on an engine working that hard is a subtle shudder through the frame that can usually be caught with a quick application of the sand valve before a full slip develops. "When she shuddered on Cotton Hill and the sand didn't scotch it, I knew we had a problem with the sand pipe."

When she did break loose, the exhaust would erupt and there would be a sudden jump on the speedometer needle; Rich would slam the throttle down and then widen it right back out again, usually catching the slip with no noticeable loss of speed.

Fireman Tom Stephens was maintaining a perfect fire with the stoker, keeping the pressure so close to 245 p.s.i. that slamming the throttle to catch a wheel slip would often lift the first safety pop valve. They would then use that moment to hit the engineer's injector for an extra shot of water to gain a little ground while killing the pop.

The weather was pleasantly mild, and the sound was awesome through the open windows and roof hatch, particularly when it was echoing off the rock walls of the gorge. The 765 has a very sharp exhaust and a slight four-beat lope. It was fascinating to hear the engine respond to each change of throttle position or minute one-notch-at-a-time adjustment on the reverse gear quadrant. You learn to watch the cylinder pressure gauge for "work" output (like the ammeter on a diesel). Rich observed that with this train on Cotton Hill, it takes 150 p.s.i. cylinder pressure to maintain speed and about 175 p.s.i. to accelerate. Where the grade was less severe and the rail was dry (Rich knew the location of every flange oiler on the line), I saw the gauge up around 210 p.s.i. during hard acceleration.

On that weekend the 765 carried two whistles each day. Her standard Nickel Plate whistle stayed on the engineer's side, but on Saturday the fireman's cord was attached to a deep chime off a C&O 4-6-4. On Sunday, a Pennsy K4 whistle (which sounds surprisingly similar to the Berk whistle) played counterpoint. As the train was approaching one of our chasing spots on Saturday, a local tracksider hearing the two whistles asked if it was a doubleheader. "Nope," I replied, "just a double-hooter."

The railroad, the Huntington Chapter and the Fort Wayne crew all worked smoothly to make the 1988 trips an unqualified success (even a problem requiring one car to be set out and a somewhat late return on the first Saturday were handled with minimal incon-

[illegible]). On the second [illegible] a record payload of 1[illegible]

They [illegible] for next year.

Maurice H. Klebolt 1930-1988

Those of us from the Midwest remember Maury Klebolt as the creator of the Illini Railroad Club and the operator of an entire era of Chicagoland fantrips from the late 1950s through the mid-1960s on the CB&Q, GTW and others. Who else but Maury could have run the "Journeys to Yesterday" featuring two different CB&Q 4-8-4s, a domeliner into Alamosa and doubleheaders over Cumbres?

In recent years Maury took up residence in San Francisco and returned to his primary passion: traction. He was a travel agent and owner of Clift Travel Service and became a self-professed "thorn in the side of those MUNI folks." He is credited with saving the streetcar tracks on Market Street, and in his most grandiose gesture (and the rotund Mr. Klebolt could be delightfully grandiose), in 1979 he presented an astounded Mayor Dianne Feinstein with a German streetcar at the steps of City Hall (that car became part of the Market Street historic fleet which he was instrumental in creating).

Unfortunately we must refer to Maury in

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the pa· tense, · · of a heart attack on Septe· ber 30. · · orial service was held in one .f his st· · ·.

"Ref· ·ding" at Tehachapi

In ·ase you're wondering why "granola was ·ot allowed" during the Steinheimer/Sistr·nk/Sims/Lustig photo trip to the Tehachapi Mountains (page 51), it has to do with Contributing Editor David Lustig's preference for such trackside sustenance as club soda and cigars, and his clear disdain for anything patterned after the rule "if it tastes bad, it must be good for you." Granola bars, which your associate editor has admitted to eating on one occasion or another ("One Day on Cajon Pass," March 1988 R&R) fall into this category. But I also admit that the ones that are good for you generally have all the flavor of wood chips suspended in a brick of glue, while the ones that taste good aren't much more than glorified candy bars. Therefore, I recommend what may be *the* best railfan snack around: the teriyaki beef jerky sold at the food shop at the junction of Interstate 15 and Highway 138 in Cajon Pass. Last time I was there, it was selling for 85¢ a strip and was worth every penny. David, I'm sure even Stein would have approved if you had made that L.A.-to-Tehachapi drive by way of Cajon for some of this stuff—B.K.

next in month RAILFAN & RAILROAD

● CANADIAN PACIFIC STEAM IN THE SNOW: Cookshire, Quebec, on the CPR main line from Montreal to St. John, would become very busy in the winter when the St. Lawrence would freeze over and ocean-bound traffic would divert to the port of St. John. Pacifics and doubleheaded Mikes were the order of the day in the mid-1950s, and Jim Shaughnessy was there to capture the action.

FEBRUARY 1989 ISSUE ON SALE JANUARY 1

LACKAWANNA & WYOMING VALLEY Railway Historical Society 1989 Railway Calendar. Color cover and 12 black & white photos of rail, transit, and traction Northeastern Pennsylvania. 11 X 17, $4.25 postpaid via first class mail ($4.07 + 18¢ tax). Calendar, Dept. RR, PO Box 1152, Scranton, PA 18501. 189

B&O CALENDAR FOR 1989. Fifteen photos. B&ORR style printing, 17 X 11 size with space for daily notations. $4.00 each ($3.00 for B&OHS members) plus $1.00 postage and handling. Maryland residents add 5% tax. Dealer inquiries welcome. B&O Historical Society, PO Box 13578, Baltimore, MD 21203. 189

CITY OF JACKSONVILLE FLORIDA is selling 29 carts and 12 double-sided oak waiting room benches, all in need of restoration, from the 1919 Jacksonville Terminal. For specifications and deadlines write/call: Myrtice Craig, Communications Director, Jacksonville Convention Center, 1000 Water Street, Jacksonville, FL 32204-1546.904-798-3000. 489

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BIG LIST dining car china, silver, glasses, cloth, Pullman. Send 45¢ stamps. LSSAE to: James McClellan, 1752 S. Wichita, Wichita, KS 67213. 289

LIMITED EDITION! Pure silver commemorative coin of Union Pacific's steam locomotive #8444. Free details. Silver Images, PO Box 33514-R, Denver, CO 80233. 489

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3-D COLOR SLIDES. Spectacular 3-D views. Steam locomotives. Vintage diesels. Stereo slides, $3.00 each. Stereo viewer, $3.00. LSSAE for details. 3-D Photo Enterprises, PO Box 612, Gurnee, IL 60031. 189

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THE RUMORS ARE TRUE . . . 'Hudson River Railroading' is 52 minutes of spectacular video action; the 20th Centruy Ltd., Empire State Express, Circus Train, modern power, vintage steam, cab rides, dayliners, West Shore NYC. Also - Gar Wood's 1925 boat race with the Century. Color/BW. Special holiday sale $49.95, or send LSSAE for free brochure. Chicory Productions, 52 First Ave., Dept. R, Kingston, NY 12401. VHS/BETA. $3.00 postage and handling. NYS add tax. 189

WANTED: Ten adventurous railfans to join Doug Rhodes, a professional, bilingual guide, on a fast-paced exploration of Mexico. No firm itinerary on this fun trip to ride trains through most of Mexico. Exact Destinations depend on the group. Participants must be in good health and fully mobile. Depart El Paso May 3, return May 17, $1400pp dbl. Interested? Contact Doug at Adobe Tours, 515 Isleta SW, Albuquerque, NM 87105. 505-873-1155. 489

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WANTED: Ghost Railroad of Kentucky, Indiana and Tennessee By Sulzer. Southern Steam Power by Ranks Lowe. Books by P.F.M. T. English, 2132 Lakeview Circle, Matthews, N.C. 28105. 189

WANTED: RR LITHOGRAPHS and prints. All artists or photos. Send size, description, condition, price to: J. Hinkhouse, Box 310898, New Braunfels, TX 78131-0898. 789

WANTED: Railroad books, paper collections. Steve Botan, 19822 Lexington, Huntington Beach, CA 92646. 289

WANTED: SP steam locomotive books and data. Employee TT special instruction. T. Clute, 4 Cottonwood, Seal Beach, CA 90740. 189

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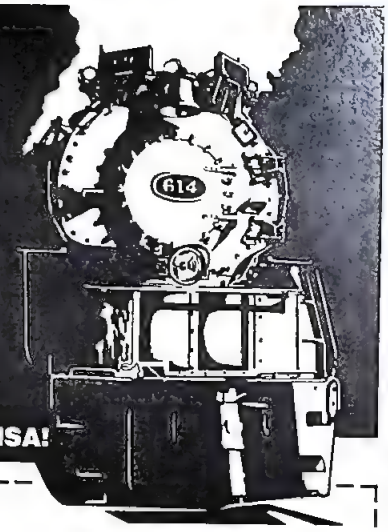

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Steinheimer's Westbound Encounter

Joe Swe[illegible] headed into Chicago from Rock[illegible] for some railfanning on a rather dreary Sunday in November 1965. Early in the afternoon we found ourselves on the Rock Island/NYC platform on the north side of the station at Englewood when we spotted a somewhat-too-tall character ambling toward us carrying cameras and a tripod. "Hi. You guys railfans?"

An affirmative reply got us a friendly introduction. "I'm Dick Steinheimer from California."

When my powers of speech returned, we learned what this legendary Westerner was doing on a cloudy day in the Windy City. He was en route by train to Pennsylvania to do a photo assignment for *Trains* Magazine on the PRR GG1 electric locomotives and was laying over in Chicago between trains. He was due out around 10:00 p.m. on a *Pennsylvania Limited* sleeping car and was spending the day seeing what he could of Chicago at places he could reach by commuter train.

We asked if he'd like to join us to see some of the freight yards, and he was eager to have some native guides. I don't remember all the places we went that day, but one stop was the Pennsy's 59th Street engine terminal. This was Stein's first look at the PRR, and he was impressed. "This is the Southern Pacific of the East," he observed, noting the "strong Gothic images" of the black GP35s and U-boats lined up on the ready tracks.

After dinner at a less-than-swank cafeteria across from North Western Station, we got Stein's luggage aboard his train at Union Station and then took him for a quick trip over to Dearborn Station. True to form, Erie Lackawanna's No.8, a mail train named the

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Railnews

KODACHROME: MIKE MUSCI

GTW 2-8-2 4070 and her heavyweight consist posed for a spectacular night photo along the Cuyahoga River near Brecksville, Ohio, on September 10, 1988. This event was held in conjunction with 4070's 70th Birthday celebration and the Cuyahoga Valley Line's Steam Railfan Days. Following a two-year break, 4070 returned to CVL service in 1988 with Cleveland to Akron weekend excursions through October 29 on former B&O trackage. See page 46 for details.

KODACHROME: LES MACDONALD / LIGHTING ASSISTANCE: WAYNE ALLEN

CONWAY SCENIC surprised Railfan Weekend attendees by restoring 0-6-0 47 to her original CNR livery and number for the event. The immaculate 7470 is shown on the North Conway turntable September 16, 1988. The 0-6-0 will retain her four-digit number with Conway Scenic lettering. See page 46 for details.

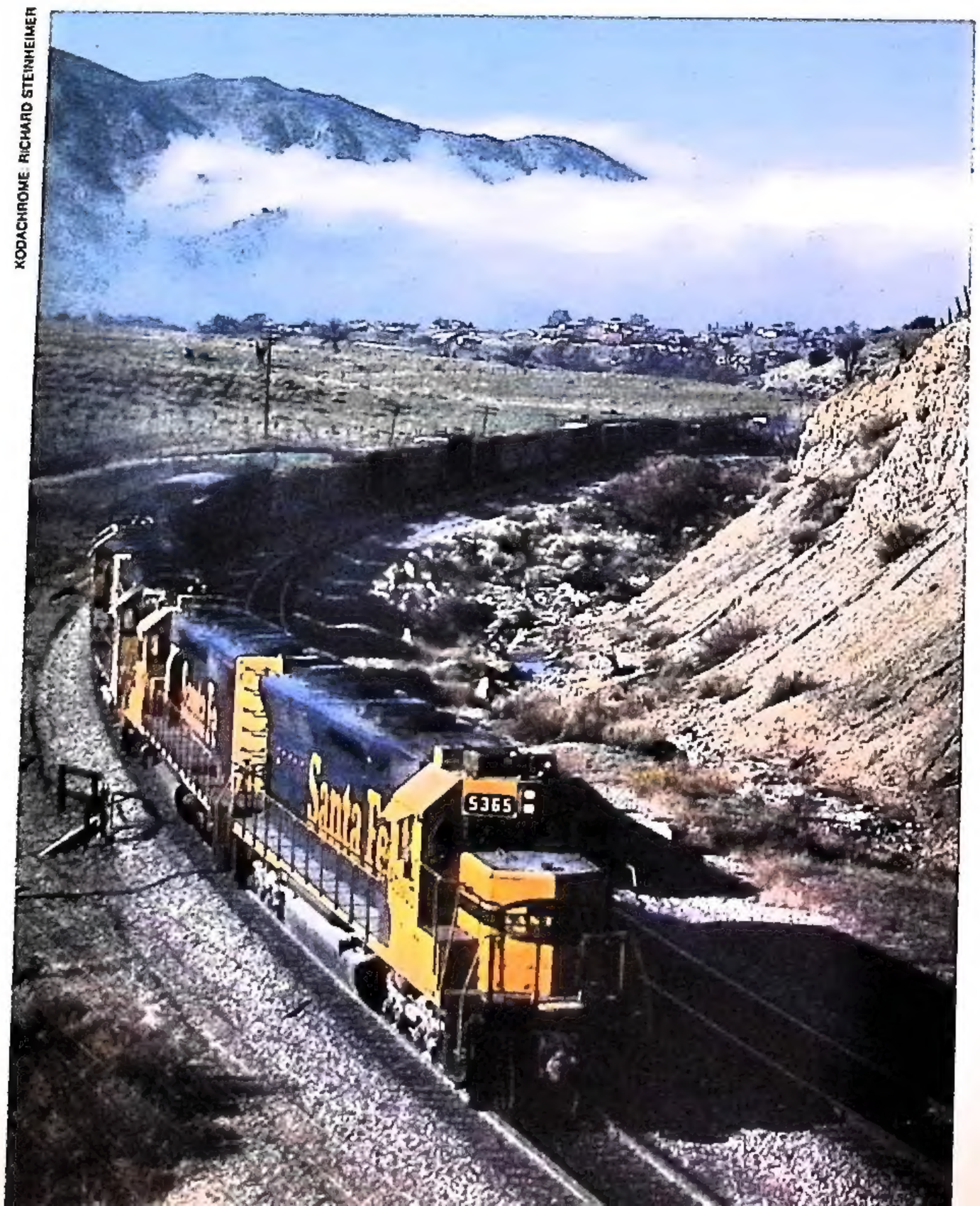
KODACHROME: JIM BOYD

EAST BROAD TOP Mikado 12 simmers in the Orbisonia roundhouse during the 1988 Fall Spectacular Weekend on October 8. As discussed in CAMERA BAG, this is an example of the photo potential of such events.

EKTACHROME: JIM BOYD / LIGHTING: RICHARD STEINHEIMER

RICHARD STEINHEIMER was passing through Chicago in November 1965 and joined a couple of local fans in photographing Erie Lackawanna's *Atlantic Express* mail train at Dearborn Station. In December 1987, conducting a weekend workshop, he got this Santa Fe eastbound (below) at Tehachapi. See page 48 for the story.

KODACHROME: RICHARD STEINHEIMER



Atlantic Express, was loading under the trainshed. On the point was a pair of Alco PAs.

We set up our tripods, and armed with Press 25B flashbulbs, we lighted the shot with open flash. Joe handled the shutter releases, I lighted the nose and Stein scampered down the platform lighting the side of the units. Though we had never worked together before, I was delighted to see that even Richard Steinheimer used "our" technique—and looked just as ridiculous as we did running alongside the train, popping flashbulbs into the darkness and then shouting, "Okay, close 'em down!"

There is a universal camaraderie among railfans. Almost anyone would have been welcome to join us on that day, and the famous Dick Steinheimer turned out to be just another railfan who enjoyed the same things we did.

A year or so later I got a special kick out of seeing Stein's GG1 photos in the June 1967 *Trains*. And I'm not ashamed to say that my ego got a little boost at having two photos of my own of C&NW Alcos in that same issue.

Over the years I've had the pleasure of meeting quite a few of the "name brand" railfans, and most were just as friendly to an unknown nobody as they were later to a magazine editor. But I still have a special fondness for that day with Steinheimer—and he really did look funny running down the platform at Dearborn banging those flashbulbs.

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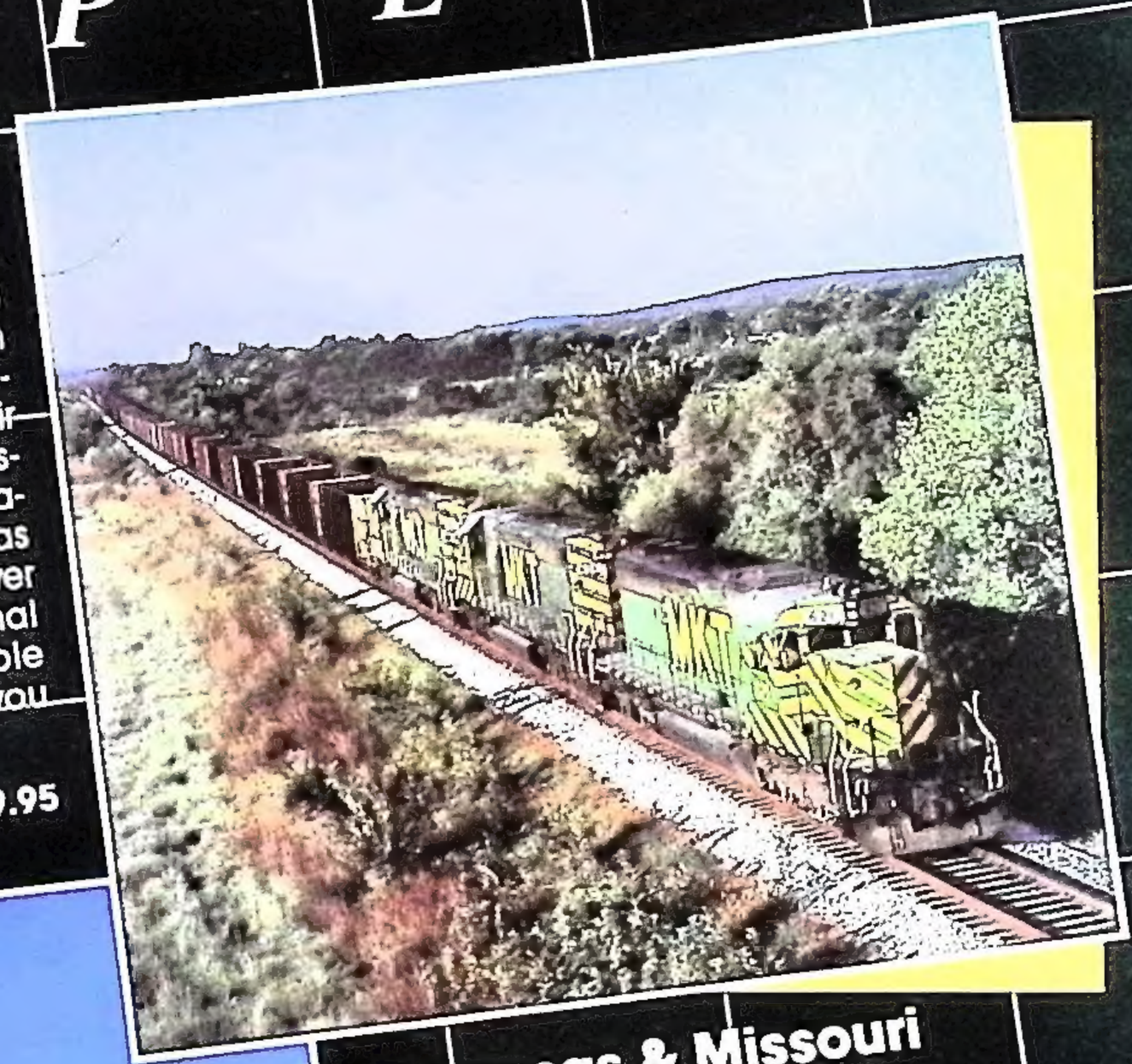

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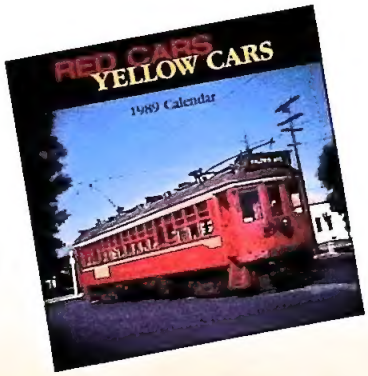

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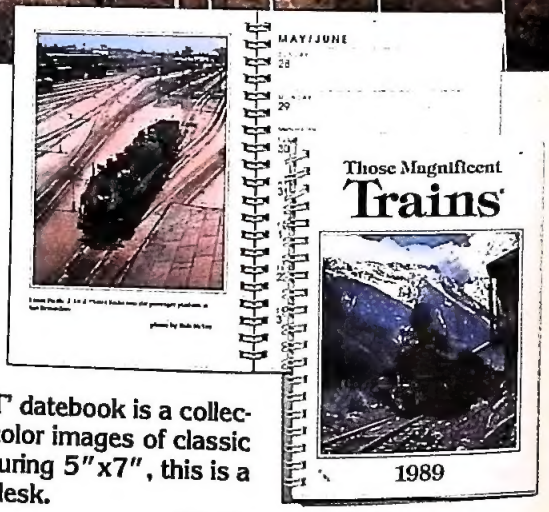

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